Thursday, May 18, 1972
Visakha 28, 1894 (Saka)

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LOK SABHA

Thursday May 18, 1972/Vaisakha 28, 1894 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

पाकिस्तानी शिविरों मे रह रहे बंगालियों के बारे मे बंगला देश सरकार के साथ बात-चीत

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*881 **श्री शिव कुमार शास्त्री**
श्री चन्दूलाल चन्द्राकर

क्या **विदेश** मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान समाचार-पत्रो मे प्रकाशित इस समाचार की ओर दिलाया गया है कि अब भी लाखो बंगला नागरिक और सैनिक पाकिस्तान मे शिविरो मे बडी दयनीय अवस्था मे रखे हुए हैं, और

(ख) यदि हाँ, तो इस सम्बन्ध मे सरकार को क्या जानकारी उपलब्ध है और क्या इस प्रश्न पर बगला देश सरकार के साथ कोई विचार-विनिमय हुआ है ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH). (a) and (b). The Government are aware that several lakhs of Bangladesh citizens are in Pakistan. The Government are also aware of the Bangladesh Prime Minister's appeal to the United Nations to arrange their repatriation to Bangladesh in return for the repatriation of non-Bengalis from Bangladesh to Pakistan The Government are further aware that the ICRC has been discussing the problem with the two Governments concerned The Government's position has been made amply clear on a number of occasions the question of minorities in Pakistan and Bangladesh is one to be sorted out by the two Governments concerned.

श्री शिव कुमार शास्त्री अध्यक्ष महोदय, मैं आपके द्वारा माननीय मन्त्री जी से जानना चाहता हूँ कि बगला देश के प्रधान मत्री द्वारा सयुक्त राष्ट्र संघ से की गई अपील पर संयुक्त राष्ट्र संघ की क्या प्रतिक्रिया है और सयुक्त राष्ट्र सघ मे भारत के प्रतिनिधि भी क्या इस काम मे उनकी कुछ सहायता कर रहे है ?

SHRI SWARAN SINGH For obvious reasons, I am not competent to give the reaction of the UNO We ourselves have also been impressing upon the International Red Cross and other organisations to help in the matter, but primarily this is a matter between Bangla Desh and Pakistan

श्री शिव कुमार शास्त्री दूसरी बात मै मत्री महोदय से यह जानना चाहता हूँ क्या बगला देश मे पाकिस्तानियो की और पाकिस्तान मे बंगालियो की सख्या बराबर है ? इसके साथ ही अन्तर्राष्ट्रीय रेडक्रास समिति के अब तक के जो प्रयत्न हैं उनका क्या परिणाम है ?

SHRI SWARAN SINGH The numbers are not the same in the two countries, but in a matter like this, the question of numbers and the equality of numbers are not important It is a human problem where those who are virtually stranded as Bengalis are in Pakistan, and for human considerations, the Pakistan Government should enable them to return to Banlga Desh.

श्री चन्दूलाल चन्द्राकर : मैं मन्त्री महोदय से जानना चाहता हूँ क्या इन्टर्नेशनल रेडक्रास की

ओर से बंगला देश को ऐसी कोई सूचना मिली है कि वहाँ मरने वालो की संख्या प्रतिदिन बढ़ती जा रही है ?

SHRI SWARAN SINGH : Obviously, I cannot give information about the information reaching the Government of Bangla Desh.

SHRI SAMAR GUHA : May I know whether it is a fact that all the members of the armed forces of former Pakistan, that is, the Bengali members of the armed forces, namely the Air Force, the Navy and the Fourth Regiment of the Pakistan Army are now being kept in detention in concentration camps and also whether it is a fact that a large number of Bengalis are also being kept in concentration camps in Pakistan and whether during the talks between Mr. Aziz Ahmed and Shri D. P Dhar, the Government of Pakistan said that the Bengali members of the armed forces would be released only on condition that the prisoners of war of Pakistan were allowed to be released in equal numbers, and if so, the reaction of the Government thereto ?

SHRI SWARAN SINGH : We have information to the effect that the Bengali component or persons of the Armed Forces originally belonging to Bangla Desh are facing difficulties and some of them are under virtual arrest. This is a genuine problem which should be resolved between Pakistan and Bangla Desh. At the time of the talks between Shri D. P. Dhar and the special emissary of President Bhutto, only the question of the agenda, the venue and approximate time were settled but the other side, that is, the Pakistan side was not prepared to discuss substantive matters.

SHRI RAMAVATAR SHASTRI *rose*—

MR. SPEAKER : Yesterday, we were able to cover only three or four questions. We should do more today. So, I am not going to allow more than three or four supplementary questions for any single question.

Bonus Review Committee

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*882. SHRI P. M. MEHTA :
SHRI KRISHNA CHANDRA PANDEY :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether a Committee to review the working of Payment of Bonus Act has been constituted;

(b) if so, the constitution and the main terms of reference of the Committee; and

(c) the time by which it is likely to submit its report ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI BALGOVIND VERMA) : (a) Yes, Sir.

(b) Copy of Resolution containing the composition and terms of reference has been placed on the Table of the Lok Sabha on 28-4-1972

(c) It is not possible to say at this stage when the committee would complete its work.

SHRI P. M. MEHTA : All the central trade unions in the country demanded a minimum bonus at the rate of 8·33 per cent, and the Union Labour Minister gave an assurance to that effect at the Bombay conference, but unfortunately, Government have failed to persuade industry to accept the demand, and as a result, lakhs of workers were compelled to strike work and lose their wages for ten or twelve days. Keeping this in view, may I know from Government whether they will regularise the advance known as the Khadilkar *Kharchi* paid to the workers and the bonus at 8·33 per cent, and what steps Government contemplate to regularise these amounts of advance as bonus at the rate of 8·33 per cent ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The advance based on the *ad hoc* Bombay formula is supposed to be

not recovered till the final review committee submits its recommendations. Every effort will be made to persuade the employers, because it is not a statutory formula, not to start recovery proceedings at the present juncture.

SHRI P. M. MEHTA : Looking to the terms of reference laid on the Table on 28th April, 1972, it appears that the committee will take a long time. The financial year is more or less over and the demand for bonus will be put forth within a month or two. Therefore, may I know whether Government will prescribe a time-limit to the committee so that the workers may not be further compelled to go on strike in pursuance of their demand for payment of bonus for the last financial year ?

SHRI R K. KHADILKAR : It is difficult to prescribe any time limit for submission of the report. But certainly keeping in view last year's experience, we would request the review committee to submit a report regarding the minimum because the minimum is the bone of main contention and we shall do every effort to try to persuade them to get some interim decision on this point only.

श्री राम नारायण शर्मा : अध्यक्ष महोदय, जिस समय वह मिनिमम बोनस के सम्बन्ध में इण्डियन लेबर कानफ्रेंस में चल रहा था उस समय आनरेबिल मिनिस्टर ने बिल्कुल स्पष्ट जाहिर किया था कि अगली पूजा के पहले हम कमेटी बना करके उसकी रिपोर्ट ले लेंगे । तो क्या सरकार इस कमेटी को इस तरह की हिदायत करेगी जिसमें कि उस कमेटी की सिफारिश अगली पूजा के पहले आ जाय और वह इमप्लीमेंट हो जाय ।

SHRI R. K. KHADILKAR : As I have just now said, it is not possible to suggest to the committee of review to submit the entire report during a specific period of time. We would request them to submit the interim report so far as the minimum is concerned.

SHRI S. M. BANERJEE : It is evident from the answer that Government cannot specify any period within which the report should be submitted. Mr. Mehta has put the question. In some textile mills Rs. 120 or Rs. 150 was paid as advance to be adjusted against any future decision given by Mr. Khadilkar or the committee. The hon. Minister is aware the with his intervention in two mills in Kanpur Rs. 120 was paid as advance and the employers said that Mr. Khadilkar would give is award within 15 or 20 days...(*Interruptions*) I should like to know whether that point has also been referred to this committee or the employers will be asked to pay the workers without further delay.

SHRI R. K. KHADILKAR : The Kanpur textile mill affair cannot be referred to a committee because that committee is meant for a general raview of the entire bonus scheme. So far as these two mills are concerned, without my consent or concurrence they have allowed something that I am supposed to decide. I shall see how far it is possible and feasible to decide as early as possible...(*Interruptions*).

SHRI A. P. SHARMA : Sometime last year, the Labour Minister held a tripartite conference on this very problem. The question of minimum bonus to be paid to the workers. At Bombay he gave us the assurance that the committee which was set up now would consider the question of payment of minimum bonus to the Government employees, especially the Railways, Defence Production and other commercial undertakings of the Government. Subsequently in the joint consultative committee, the mechinery meant for the redressal of the problems of the Central Government employees...

MR. SPEAKER : Please come out with the question.

SHRI A. P. SHARMA : ... I am reminding the assurance of the Labour Minister. The Labour Minister as well as the spokesmen of the Labour Ministry gave an assurance in the joint consultative committee that the committee which was set up would consider the question of payment of minimum bonus to the central Government employees in the commercial establishments, especially. May I know

whether the hon. Labour Minister has referred the question of payment of minimum bonus to the railway employees, defence production employees and other Central Government employees working in the commercial undertakings of the Government on the same basis, namely, if an industry is running even at a loss, a minimum bonus has to be paid ? On the same basis, it should be paid to those employees also. Has this issue also been referred to the committee ?

SHRI R. K. KHADILKAR : The hon. Member is not correct. No assurance was given at any time that the departmental undertakings run by the Government and covered by the Pay Commission are to be covered by the bonus review committee. The only expression that was given is that it was the Pay Commission's responsibility, now that they are sitting ; and they must have taken note of this demand from all the establishments run by the Government, including the railways. It is for the Pay Commission.

SHRI A. P. SHARMA : No, Sir. I want to clarify and contradict the statement made by the Minister; the question of bouns has been referred to the Pay Commission. Let him refer to the Commission the question of bonus... (*Interruption.*) I shall be fully satisfied then.

SHRI S. M. BANERJEE : Kindlyp ermit us to seek a clarification from the hon. Minister. The question of bonus was never referred to the Pay Commission. The question here refers to the bonus commission.

SHRI R. K. KHADILKAR : There is again a misunderstanding. I said that the bonus review committee is not supposed to go into the question of bonus demand of Government establishments, run by the Government. It is for the Pay Commission to take note of this. That is all that I said.

SHRI A. P. SHARMA : My question has not been answered.

MR. SPEAKER : Order, order. The question hour is not entirely in your hands or Mr. Khadilkar's hand. Other questions are also pending... (*Interruptions*)

SHRI A. P. SHARMA : It is a very serious question affecting 25 lakhs of employees of the Government. Therefore, I am raising this question. Is he prepared to refer this question of minimum bonus to the Pay Commission ? It is neither considered by this committee, nor referred to the Pay Commission.

SHRI R. K. KHADILKAR : The Pay Commission determines their terms and conditions of service, promotions and other things. As I said in Bombay, they will take note of it. I am not in a position to say anything about it.

MR. SPEAKER : It is much better that on such controversial matters, you do not speak in Bombay but in this House.

SHRI S. M. BANERJEE : I want guidance from you. What will happen to this House, if you do not guide us properly ? In the public undertakings, in HSL, ITI, etc. bonus has been paid. Our point is that the Bonus Act should be made applicable to the railway employees, defence employees, P and T employees or the Pay Commission should be asked to consider this.

MR. SPEAKER : You should held a meeting outside; you cannot get anything more on this question.

SHRI DINEN BHATTACHARYYA : The Minister himself is making the position very confused. He has set up a committee to review the Bonus Act. What does it mean ? Does it mean that in the meantime since the passing of the Bonus Act and the implimentation of the Bonus Act in different sectors, there will be difference. Is this the point of reference to the committee ? Will this committee like the previous committee take five years, after that the report will come and Parliament will take another three years to finalise it ? What is the real intention of the Government ? May I know whether it is only to delay the payment of bonus that the Government is taking this step of setting up another committee ? You make it clear.

SHRI R. K. KHADILKAR : An assurance was given in the other House when there was a Bill under consideration and the

Bill was to raise the minimum from 4 per cent to 8-1/3 per cent On that Bill, while intervening, I gave an assurance that I will see the entire bonus scheme is reviewed and the bonus scheme, as it is applicable today—the terms of reference are there—will be reviewed (*Interruption*)

PROF MADHU DANDAVATE I would like to know from the hon Minister whether it is true that a number of central trade union organisations have already demanded that the Bonus Act should apply to insurance and a number of transport industries also and if so, what is the reaction of the Government thereto

SHRI R K KHADILKAR It is true the central trade union organisations, time and again, are making such demands That will be kept in view when the review is taking place and the scheme is incorporated in the Bonus Act

Distribution of Food in Baogla Desh by Indian Red Cross

*883 SHRI RAGHUNANDAN LAL BHATIA
SHRI ISHWAR CHAUDHRY

Will the Minister of EXTERNAL AFFAIRS be pleased to state

(a) whether food stocks held by the International Red Cross were handed over to India for distribution in Bangladesh, and

(b) whether International Red Cross is distributing supplies through the agency of Indian Red Cross ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) No Sir The food stocks held by the International Red Cross which were handed over to the Indian Red Cross were meant for distribution amongst the Bangladesh refugees in India After the return of the refugees to Bangladesh, the surplus of these food stocks was transferred by the Indian Red Cross to the Bangladesh Red Cross Society for distribution in Bangladesh

(b) No Sir The International Red Cross is not distributing supplies in Bangladesh through the agency of the Indian Red Cross

SHRI RAGHUNANDAN LAL BHATIA: There are comments in the British press with regard to the Indian Red Cross assuming the role of distributing food and supplies left over in India The hon Minister has said that they have no stocks or, whatever stock there were, they have been handed over to the Bangladesh Red Cross Society May I know if they are acting as agents of the International Red Cross in Bangladesh or any officer has been appointed to assist them ?

SHRI SURENDRA PAL SINGH I have already clarified the position with regard to the stocks which were left with the Indian Red Cross The stocks have been handed over to the Bangladesh Red Cross Society As far as the criticism in the British press is concerned that criticism was directed against the Bangladesh Government for not making adequate arrangements for providing supplies to non Bengalis Our information is that adequate arrangements were made by the Bangladesh Government and that even now they are making every effort to send supplies to Biharis in Bangladesh These reports are unjustified

SHRI RAGHUNANDAN LAL BHATIA He has not replied to my question I wanted to know whether we have sent some officer to assist them in the distribution of food stocks in Bangladesh

SHRI SURENDRA PAL SINGH Yes, Sir We have received a request from the Bangladesh Government and the Bangladesh Red Cross Society for sending one or two officers from India This matter is getting our immediate attention and, I think a decision has been taken to send some officers to Bangladesh shortly

श्री ईश्वर चौधरी मै आपके माध्यम से मत्री महोदय से जानना चाहता हूँ कि बगला देश के शरणार्थियो के लौट जाने के बाद क्या आपने अन्तर्राष्ट्रीय रडक्रास से बगला देश रेड क्रास समिति को अन्न देन की लिखित आज्ञा ले ली थी ? क्या भारत सरकार समझती है कि

अब हमारे यहां शरणार्थी समस्या नहीं है और इसलिये सारा अनाज बंगला देश रेड क्रास समिति को दे देना चाहिए ?

अध्यक्ष महोदय : यह तो था ही उनके लिये और उनको दे देना चाहिए ।

श्री ईश्वर चौधरी : क्या हमारे यहां शरणार्थी समस्या नहीं है ? क्या सारे बंगला देश के रिफ्यूजी यहां से चले गये ? मैंने यह भी पूछा था कि उनसे लिखित आज्ञा ले ली गई है या नहीं ?

अध्यक्ष महोदय : हम तो अपनी तरफ से भेज रहे हैं । क्या उनको हम रोक लें ?

श्री सुरेन्द्र पाल सिंह : अध्यक्ष महोदय, आपने ही सवाल का जवाब दे दिया है ।

श्री ईश्वर चौधरी : क्या भारत सरकार इस बात को समझती है कि बंगला देश से आये हुए सारे शरणार्थी चले गये ? क्या अन्तर्राष्ट्रीय रेड क्रास से लिखित आज्ञा ले ली गई थी कि बंगला देश रेड क्रास समिति को अन्न दे दिया जाये ? अगर ले ली गई थी, तो उसकी मुख्य बातें क्या हैं ?

श्री सुरेन्द्र पाल सिंह : जवाब तो काफी साफ है । जो भी फूड सप्लाई हमारे यहां आई थी बंगला देश रिफ्यूजीज के लिये उसको हम पूरी तरह से इस्तेमाल नहीं कर सके थे । जो बाकी रह गया वह बंगला देश के रिफ्यूजीज के पास चला गया और वहां के रेड क्रास को दे दिया गया । इसके अलावा और आप क्या चाहते हैं ?

श्री ईश्वर चौधरी : वर्तमान समय में हमारे यहां बंगला देश के शरणार्थी हैं या नहीं ?

अध्यक्ष महोदय : आप आज किस चक्कर से फँस गये ?

श्री ईश्वर चौधरी : मैं जानना चाहता हूँ कि बंगला देश के शरणार्थी हमारे यहां हैं या नहीं ?

MR. SPEAKER : I am not going to allow any more supplementaries.

बोकारो इस्पात कारखाने में फैब्रिकेशन कार्य

*८१४. **श्री रामावतार शास्त्री** : क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बोकारो इस्पात कारखाने के निर्माण से संबंधित फैब्रिकेशन कार्य को यहां से हटाकर दूसरे राज्यों में भेजा गया है जिसके फलस्वरूप हजारों मजदूर बेरोजगार हो गये हैं,

(ख) क्या उसके परिणामस्वरूप इस कारखाने के निर्माण कार्य में अनावश्यक विलम्ब होने की संभावना है, और

(ग) यदि हां, तो फैब्रिकेशन का कार्य अन्यत्र कराने के क्या कारण हैं और क्या सरकार का इस कार्य को वहीं पर ही कराने का विचार है ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) A small quantity of about 5,500 tonnes of fabrication work which was originally planned to be done at site has been transferred to fabricators outside the State. At the same time, about 3,800 tonnes of work which was to be done outside the steel city, have been transferred to site fabrication shops. Further, 4,500 tonnes of fabrication work to be done by a unit outside Bihar, has been taken away and awarded to the Heavy Engineering Corporation, Ranchi. These changes have not adversely affected the employment situation in the State.

(b) No, Sir.

(c) Does not arise.

श्री रामावतार शास्त्री : पहली बात तो मैं यह जानना चाहता हूँ कि बोकारो इस्पात

कारखाने से सम्बंधित फैब्रिकेशन का जो काम उन्होंने बाहर भेजा 5,500 टन का वह कहां भेजा, और उसको भेजने का कारण तथा जस्टिफिकेशन क्या है ? साथ ही में यह भी जानना चाहता हूँ कि वहाँ से जो सामान बनकर आता है उसके आने में कितने दिन लगते हैं ?

SHRI S. MOHAN KUMARAMANGALAM : The reason for shifting is that some of the fabricators were not able to develop adequate facilities at the site in order to carry on the work. The hon. Member will appreciate that the total amount of structural work involved is 2,63,864 tonnes and the amount transferred outside Bihar is only 5,000 odd tonnes of fabrication work, a very small percentage. The parties to whom it has been awarded, that is to say, three particular companies, sub-contractors out of 33 were not able to set up adequate site fabrication facilities and their contracts have been taken away and given to Braithwaite, Calcutta; Bridge and Roy, Calcutta; Modern Indian Construction, and B. B. J., Calcutta. I think these are the persons to whom these contracts have been given.

श्री रामावतार शास्त्री : जो मजदूर इस 5,500 टन के काम में लगे हुए थे उनकी संख्या कितनी थी, और अब उनसे क्या काम लिया जा रहा है ? मैं इस लिये यह पूछ रहा हूँ क्योंकि मैं 20 अप्रैल को बोकारो गया था, और मैंने देखा कि वहाँ बहुत से आदमी बेकार हैं । इस लिये मैं जानना चाहता हूँ कि वहाँ कितने मजदूर काम करते थे और उनको काम देने की कौन सी व्यवस्था की गई है ? वह लोग कौन सा काम कर रहे हैं ?

SHRI S. MOHAN KUMARAMANGALAM : So far as I am aware, no labour has been rendered unemployed as a result of this, because the main reason for offloading was that adequate facilities were not developed at the site itself. But in a huge work force of 50 to 60 thousand working at Bokaro, it is possible that some workers who were employed in this particular work under a particular contractor may not get employment under another contractor. If the hon. member wants me to get all the details, I can try to do so, but I do not have them with me now. But he may rest assured that there has been no real adverse effect on the employment position. If one is insistent on the one hand on finishing Bokaro in time, one has also to be insistent on taking the work from contractors who do not do the work in time.

श्री शंकर दयाल सिंह : बोकारो में पहली भट्टी जून से प्रारम्भ होने वाली थी । फ़ैब्रिकेशन वर्क के डिले होने के कारण बोकारो का काम क्या कुछ और आगे बढ़ जाएगा और पहली भट्टी जून में शुरू होगी या नहीं ?

SHRI S. MOHAN KUMARAMANGALAM : Whatever delay has occurred, it is not due to the offloading of the fabrication work, because we took steps early enough to see that the weaknesses of the three contractors are made up by the transfer of work.

Amendment in Mines and Minerals (Regulation and Development) Act, 1957 Proposed by Bihar Government

*885. SHRI NAWAL KISHORE SINHA : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government of Bihar proposed to the Government of India to amend Mines and Minerals (Regulation and Development) Act, 1957 enabling them to levy a development cess of 3 paise per rupee on the value of minerals raised for development of roads and communications in mining areas of the State; and

(b) if so, the reaction of Government of India thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) The proposal was considered earlier in the Standing Committee of the Mineral Advisory Board and was dropped.

SHRI NAWAL KISHORE SINHA : In view of the fact that in the mining areas of

the State the road condition and commnuications are hopelessly deplorable and nothing has so far been done during the last 10 to 15 years by the State Government or by anybody for improving the road conditions, may I know the reason for dropping this proposal of the Government of Bihar, especially in view of thr fact that there are no plans for improving road communication or any communication either by the railways or by the Transport Ministry ?

SHRI SHAHNAWAZ KHAN : The proposal was very carefully examined and it was felt that the correct thing would be to increase the rate of royalty, so that Bihar Government gets more money with which they can undertake the work of developing the roads, etc. I may add that although the amount of royalty collected is sizeable, we have a feeling that the same amount is not spent for the improvement of communications in the mines areas. It is used somewhere else.

SHRI NAWAL KISHORE SINHA : In. view of the fact that the royalty collected goes to the Consolidated Fund of the State, because of various popular demands from all over the State for road, communications, the State Government finds itself in difficulty in spending the entire money of royalty on those particular areas where mining is done. What harm is there, according to the ministry, if this additional levy is made, especially in view of the fact that the colliery owners are willing to pay this amount, provided it is earmarked for improvement of roads and communications in those areas ?

MR. SPEAKER : It is not a question, but a suggestion for action.

SHRI SHAHNAWAZ KHAN : The proposal was examined at great length by the Mineral Advisory Board. The proposal was also examined by the Planning Commission. It was also referred to the Ministry of Law to find out whether the imposition of a cess would be sustainable in a court of law. They advised us that it may not be sustainable and the correct thing would be to increase the rate of royalty, so that Bihar Government would get more money. Recently the royalty has been substantially enhanced for coal, iron ore, kyanite and other minerals. So, the Bihar Government would get a sizeable amount of money to improve the roads in those areas.

SHRI DAMODAR PANDEY : I would like to know from the hon. Minister whether it is a fact that there is already a cess in Bihar for development of road and other things in mining areas and a Mines Board has been constituted m Hazaribagh and Dhanbad districts. Will the hon. Minister advise the State Government to constitute mining boards for all the mining areas and allow them to levy cess on all the mining projects ?

MR. SPEAKER : This is a suggestion. He can ask for factual information.

फैक्चुअल इनफर्मेशन पूछी थी उन्होंने तीन परसेंट के बारे मे । उसका जवाब आ गया है । अब डिबेट तो नही हो सकती है ।

I will pass on to the next question.

Taking Over of Whole-Sale Coal Trade in Delhi

*886. SHRI PAMPAN GOWDA : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government propose to take over the wholesale coal trade in Delhi; and

(b) if so, the mam features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

SHRI PAMPAN GOWDA : Have the government thought of any alternative arrangements now to meet the demands of the consumers ?

MR. SPEAKER : In reply to your question about taking over he said "No, Sir." Now you can ask why the answer is "No, Sir".

SHRI PAMPAN GOWDA : I want to know whether the government is thinking of making any other alternatives to meet the demands of the consumers.

SHRI SHAHNAWAZ KHAN The hon Member would be glad to know that the Bharat Coking Coal Corporation are being sponsored by the Delhi Administration for a quota of 450 wagons per month It is a public sector undertaking and we hope by their coming in the situation would probably improve

SHRI DAMODAR PANDEY May I know whether Bharat Coking Coal has offered to supply coal at the rate of Rs 135 per tonne to be supplied at Delhi with a marginal profit provided it is passed on to the consumers ?

अध्यक्ष महोदय थोडा सा रीजनेबल तो हुआ करे। कहाँ से कहाँ ला कर मिला दिया।

Strike By E P F Employees

*887 SHRI VAYALAR RAVI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the employees of the office of the Employees Provident Fund Commissioner have given notice of a strike to press their demands,

(b) if so, their demands and the reaction thereto, and

(c) the steps taken to avert the strike ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI BALGOVIND VERMA) The Provident Fund Authorities have reported as under

(a) No, Sir However, the All India Employees' Provident Fund Staff Federation which is an unrecognised Federation had in a letter dated 29-1-1972 to the Chairman Central Board of Trustees, Employees Provident Fund stated that if certain demands were not settled within three months, they would be free to adopt such course of action as they deemed fit without giving further notice

(b) A list of the demands is placed on the Table of the House

(c) The demands were placed before the Central Board of Trustees of the fund at its meeting held on 11-5-1972 The Board has appointed a committee to examine the demands except those which do not fall within the purview of the Board The demand relating to House Rent Allowance is under Government's consideration

Statement

Listed Demands

1 *The scales of pay of Class III and Class IV employees* To bring the scales on par with those prevalent in the Banking and Insurance Industries and in other autonomous Organisations of a similar character viz, Indian Oil Corporation Food Corporation of India etc,

2 *Payment of House Rent Allowance* 50% of the pay in respect of the employees of Maharashtra region and 5% more than the present rate of H R A to all other employees of the Organisation

3 *Sufficient Staff sanction* To be recorded to all regions to meet the staff requirements to various sections

4 *Status of the Organisation* The Organisation should be declared as an Industry and the Federation and all its affiliated unions associations should be accorded immediate recognition

5 *Merger of U D C and the L D C cadres*

6 *Regularisation of all Ad-hoc appointments* All ad hoc appointments should be regularised irrespective of the length of the period of service

7 All repressive measures let loose on the employees in various forms should immediately be withdrawn

8 *Creation of new posts*

(1) The post of Record Sorters should be created minimum of

two record sorters in each regional/central office. Post of Farash, Water carrier, security officers, P. R. O., Assistant/ Officer may also be created in every office of the Organisation.

(ii) The posts of selection grade clerks in the scale of Rs. 210 to 380 be created in the Regional Offices at the rate of 20% U. D. Cs. strength and U. DCs having 10 years and more experience should be promoted to the selection grade clerical cadre in order to give an incentive to the long experienced U. D. C.

(iii) The post of Head Clerk in the Regional Offices be upgraded to that of the Superintendent in the Central Office.

9. The examination meant for promotion of non-matriculate Class IV Staff should be a simple one and should be in the regional languages in all subjects excepting on one subject in English.

10. Preference should be given in the matter of recruitments to the Family members of staff who have put in 15 years of service and in case of premature death/infirmity of the staff members.

11. The competitive examinations introduced in various cadres should be converted into a qualifying examinations and that the persons who are successful in the examinations should be granted atleast two advanced increment in case they are not afforded promotions.

12. Comprehensive Manual should be compiled defining the duties and responsibilities of the different cadres from Class IV to Class I.

13. The Organisation should have full time Chairman of its own vested with powers on all matters excepting in regard to matters of investment of Account No. I and the E. P. Fund.

14. Separate and sufficient sanction of staff to deal with the work relating to Family Pension work.

15. The washing allowance payable to Class IV staff from the present Rs. 2/- per month in summer and Rs. 2·50 per month in winter season should be raised to Rs. 5/- per month in summer and Rs. 7- per month in winter.

16. Class IV and Class III employees should not be posted/transferred from one region to another region in the name of promotion by virtue of passing the merit quota examination.

17. The E. P. F. Organisation should on no account be merged with the E.S.I. Corporation as such a merger would result in bringing down the efficiency of the Organisation.

18. The employees of the E. P. F. Organisation should be exempted from payment of stamp duties in case of registration.

19. Participation of two employees of the Organisation in the Central Board of Trustees.

20. To enhance the promotional quota of the Superintendents and P. F. Is. Grade II from 50 : 50 to 75 : 25.

21. Reduction of work load in the Regional Offices—750 accounts in Account Side and 25 files in Enforcement Side in view of the additional work of F. P. Scheme.

SHRI VAYALAR RAVI : It is surprising to hear the reply of the Minister that there is no strike threat. Actually, they were on hunger strike and we raised the issue in the House. The basic point is that they have not recognised the union. Secondly, the Minister says that the government is considering the proposal about house rent allowance.

MR. SPEAKER : There should be no arguments. He should come to the question.

SHRI VAYALAR RAVI : Even though this union was started in 1966, still government have not recognised it. On the other hand, they are trying to create some black legs there. Secondly, the Board of Trustees recomended three times about house rent allowance. If, as you claim, it is an autonomous body, why are you not allowing it to implement this recommendation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : On the question of house rent allowance I am going to make a statement afterwards. I may say, as has been stated in the reply itself, though the trustees have recommended, we have got to get the sanction from the Finance Ministry. Under that there is a provision. We cannot act on our own. With their concurrence we will give effect to it. (*Interruption*)

They are governed at the present juncture by certain rules that are framed by the Board of Trustees. If they are accepted, the association would be recognised. If they accept those rules and form an association, that perhaps might he recognised.

SHRI VAYALAR RAVI : My second question is this. The Minister referred to the sanction from the Finance Ministry. I am having the circular of the Finance Ministry saying that the house rent allowance should be given to those working in this institution. I want to know what is the status of this organisation—is it a government organisation or an autonomous organisation ? I also want to know why you have taken the Provident Fund Commissioner on deputation. Is it because the present Commissioner is adopting an anti-labour policy, and the arrears have increased from Rs 9 crores to Rs. 22 crores ? I also want to know why you have given extension to this man.

SHRI R. K. KHADILKAR : This is an autonomous organisation based on tripartite representation, as the hon. Member knows—employer's representatives, State representatives and employees' representatives. Under that, in accordance with the provisions of section 5D (7) of the Employees Provident Fund and Family Pension Act 1952, the method of recruitment, salary, allowances, discipline and other conditions of service of the employees of the Board shall be such as may be specified by the Central Board with the approval of the Central Government. So, it is an autonomous body, but is governed by certain specific provisions by which they have got to fall in line with government servants. (*Interruption*)

SHRI DINESH CHANDRA GOSWAMI: May I know from the hon. Minister whether it is a fact that one of the primary reasons for discontentment leading to the threatened strike is that the Commissioner who has been deputed from a department which has nothing to do with provident fund, is not equipped to deal with the situation. In fact, during his tenure, the arrears have gone up from Rs. 9 crores to Rs. 22 crores. If that is so, may I know whether Government has any proposal to post a departmental officer in this Department ?

SHRI R. K. KHADILKAR : The Commissioner is an experienced person from Posts and Telegraphs Department and the failures regarding arrears and others could not be attributed to his administration. There might be some grounds for complaint, but the main question is—they are suggesting in their demands also—that it should function as an independent organisation and on the lines of LIC and other organisations. That decision, of course, depends on the Government.

SHRI S. B. GIRI : Since the Providennt Fund organisation is an autonomous body, I would like to know from the Minister whether the recommendations of the autonomous body will be implemented in respect of wages of the employees, house rent allowance and other amenities.

SHRI R. K. KHADILKAR : As I have said earlier we are governed by a certain Act. As I have read out just now, though decisions are taken, ultimately we submit ourselves to a certain discipline-government employees' service conditions.

SHRI S. B. GIRI : I want to seek a clarification. Since it is an autonomous body,

Government has has no stake at all. As far as this organisation is concerned, the funds are derived from the employers The Board of Trustees is an autonomous body and it has powers. Why can the Government not implement the decisions of that Board ?

SHRI R K KHADILKAR The hon Member's contention so far as the autonomy of the body is concerned, is correct, so far as the funds are concerned, it is correct But under the Act, there are certain conditions. We are supposed to consult the Finance Ministry before giving effect

श्री सरजू पाण्डे : पूरे देश मे प्राविडेंट फंड कर्मचारियो मे मकान-भत्ते और तन्ख्वाहो को लेकर असतोष फैला हुआ है और मत्री महादय कहते है कि इस विषय मे फिनास मिनिस्ट्री से पूछने की जरूरत है। मै यह जानना चाहता हूँ कि इस असतोष को दूर करने के लिए मत्री महोदय शीघ्र से शीघ्र निर्णय क्यो नही लेते है।

SHRI R K KHADILKAR There is restiveness among the employees not only in this organisation but in similar and sister organisations As I have said, their demands are taken note of They are being considered by a subcommittee appointed in the last meeting of the board of trustees and they are given due consideration After the decision, whatever it be, we will see how far it can be implemented

MR. SPEAKER Next question

SHRI S M. BANERJEE. He has to make a statement on this One or two more questions may be allowed.

SHRI R. K. KHADILKAR · The other day you said—I was not present then—that the Minister would make a statement. The point of house rent allowance was raised while dealing with the question of provident fund of employees. Because of that, I am making a statement.

हिन्दुस्तान जिंक लिमिटेड की उत्पादन क्षमता

*888. **श्री फूलचन्द वर्मा :**
डा० लक्ष्मीनारायण पांडेय :

क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि .

(क) हिन्दुस्तान जिंक लिमिटेड की वार्षिक उत्पादन क्षमता क्या है,

(ख) क्या सरकार का विचार इस क्षमता को बढाने का है; और

(ग) वर्ष 1971-72 के दौरान इसे कितनी हानि अथवा लाभ हुआ ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL & MINES (SHRI SHAHNAWAZ KHAN) (a) The present annual licensed capacity of the Hindustan Zinc limited for the production of Zinc metal is 18,000 tonnes and 5, 400 tonnes for Lead metal along with other bye-products.

(b) Yes, Sir Administrative approval has been accorded for doubling the capacity of the existing Zinc Smelter from 18,000 to 36,000 tonnes per annum of Zinc metal and corresponding increase in bye-products.

(c) The accounts of the Company for 1971-72 have not been finalised so far The present estimate for the year is about Rs. 25 00 lakhs.

श्री फूलचन्द वर्मा : मै मंत्री महोदय से यह जानना चाहता हूँ कि हिन्दुस्तान जिंक लिमिटेड में आज तक कुल कितनी हानि हुई है, वह लागत का कितना प्रतिशत है, हानि के कारणो का सम्पूर्ण ब्यौरा क्या है, हानि को रोकने के लिए अब तक क्या उपाय किये गये हैं और भविष्य मे क्या उपाय किये जायेंगे ?

श्री शाहनवाज़ खाँ : हानि की खास वजह यह है कि वहाँ पर इनस्टाल्ड कैपैसिटी से कुछ कम प्राडक्शन हुआ है। दूसरे, वहाँ जो जिंक

की कीमत तय की गई थी, वह मार्केट रेट से बहुत कम थी। मुझे माननीय सदस्य को बताते हुए खुशी है कि वहां का उत्पादन काफी बढ रहा है और इनस्टाल्ड कैपेसिटी के करीब पहुँचता जा रहा है। मैं उम्मीद करता हूँ कि अब हानि–लासिज-बहुत कम हो जायेगी। जिंक की कीमत भी 2700 से बढा कर 4,090 के करीब कर दी गई है।

श्री फूलचन्द वर्मा मैंने पूछा है कि आज तक कुल कितनी हानि हुई है और वह लागत का कितने प्रतिशत है ?

श्री शाहनवाज खां : लगभग डेढ करोड रुपये के करीब हुई है।

श्री फूलचन्द वर्मा मंत्री महोदय ने उत्तर के भाग (ख) मे बताया है कि उत्पादन क्षमता 18,000 टन से बढा कर 36 000 टन करने का अनुमोदन प्रदान किया गया है। मैं यह जानना चाहता हूँ कि सरकार ने और किन किन औद्योगिक सस्थानो को उत्पादन-क्षमता बढाने की अनुमति दी है ?

श्री शाहनवाज खां : उत्पादन बढाने के लिए एक नया स्मेल्टर लगाया जा रहा है, एक बेनिफिसिएशन प्लान्ट लगाया जा रहा है और मोचिया की माइन्स को एक्सपेंड करने के अलावा बेलारिया माइन्स को डेवलप किया जा रहा है। इसकी शक्ति 18 हजार से बढा कर 36 हजार करने की उम्मीद हम कर रहे हैं।

श्री फूलचन्द वर्मा : मैंने पूछा कि और कौन कौन से औद्योगिक संस्थानो को जिंक का उत्पादन बढाने की अनुमति दे रहे है, यह आप ने नही बताया।

THE MINISTER OF STEEL & MINES (SHRI S. MOHAN KUMARAMANGALAM) : The other organisation that is producing zinc in the country is the Cominco Binani Zinc Ltd, an organisation in the private sector. The present production of that company is of the order of 12 482 tonnes against a rated capacity of 20,000 tonnes a year Cominco Binani propose to double the capacity of their smelter from 20,000 tonnes to 40,000 tonnes during the Fourth plan period for which a letter of intent has been issued to the company It is operative till July 1972

डा० लक्ष्मी नारायण पांडेय. जैसा कि मन्त्री महोदय ने कहा कि उत्पादन की क्षमता का अभी तक पूरा-पूरा उपयोग नही हो सका है तो आखिर उपयोग नही होने का कारण क्या है और सयत्र पूरी उत्पादन क्षमता के साथ काम कर सके उसके लिए कौन से प्रयत्न किए है और क्या यह सही है कि मैनेजमेंट की दुर्व्यवस्था के कारण और उसके बारे मे जो भ्रष्टाचार और गडबडियो के आरोप लगाए गए है, काफी समय से वहाँ पर बहुत सी गडबडियां चल रही है, इन सब कारणो से आपके निर्धारित लक्ष्य की पूर्ति नही हो रही है ?

SHRI S MOHAN KUMARAMANGALAM The hon member may be having some information of his about irregularities and corruption If so, he may pass it on to me and I will look into it But so far as the facts are concerned, the failure to come up to the rated capacity, which is there both in the public and private sector plants, is in the case of Hindustan Zinc due to certain design deficiencies in certain sections of the plant particularly the roaster and melting furnace Improvements have been made and the production is now on a rising curve Next year it will come up to 15,000 tonnes, that is 75 per cent of the rated capacity and full production will be there within a foreseeable time

SHRI P VENKATASUBBAIAH : Have Government assessed the total requirement of the country ? Also whether the per tonne cost of production has been compared in the public and private sectors ? If so, what is the experience of Government ?

SHRI S MOHAN KUMARAMANGALAM For the second part, he may table a separate question as such details do not arise out of the main question

SHRI SHAHNAWAZ KHAN As for the total requirements of zinc, for 1972-73, it is 1, 28, 900 tonnes.

Ban on Arms to Rhodesia

*889. SHRI P. GANGADEB :
SHRI SHRIKISHAN MODI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India has supported the move in the United Nations regarding arms ban to Rhodesia; and

(b) if so, how many countries supported this move ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) Yes, Sir.

(b) The United Nations General Assembly adopted a resolution on December 10, 1971, recalling previous U. N. Security Council resolutions calling upon all States to desist from supplying arms, equipment and military material to Southern Rhodesia. India co-sponsored and voted for this resolution which was adopted by the General Assembly by 91 votes for, 9 against, with 12 abstentions.

SHRI P. GANGADEB : Has India submitted to the U. N. Commission on International Trade Laws any detailed suggestion regarding the enforcement of arms supply blockade by sea to racist regimes like Southern Rhodesia and South Africa ? If so, what is the reaction of other countries thereof ?

SHRI SURENDRA PAL SINGH : India has participated in the discussions in the U. N. whenever resolutions had been brought up there about Southern Rhodesia. We have expressed our view on this matter but we have not put forward any specific views infront of any other body.

SHRI P. GANGADEB : Whether the Government have approached or propose to to approach African countries for adopting a common approach towards arms supplies to Southern Rhodesia from some of the countries of Europe and America ?

SHRI SURENDRA PAL SINGH : There is complete identity of views between India and the countries of Africa on the subject. But the difficulty is that there are a number of countries in the world which are flouting the resolution of the United Nations and are still carrying on trade with Southern Rhodesia.

MR. SPEAKER : Shri Shrikishan Modi-absent. Shri Parashar

Incidence of T. B. among Tibetan Refugees

*890. PROF. NARAIN CHAND PARASHAR : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the incidence of T. B. is very high among the Tibetan Refugees in India;

(b) if so, the reasons for such high incidence; and

(c) the steps taken by Government to help the Refugees in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND REHABILITATION (SHRI BALGOVIND VERMA): (a) and (b). Though complete information is not available, it appears on the basis of data gathered during the visit of BCG Teams to certain Settlements that the incidence of T. B. among Tibetan refugees is not higher than the incidence among the general population in India.

(c) The Government have been meeting 50% of the cost of the treatment of Tibetan refugees who are admitted in selected T. B. Sanatoria. Admission is arranged by the Central Relief Committee (India) and the other 50% of the cost is paid by the Committee out of aid received from United Nations High Commissioner for Refugees and Foreign Voluntary Agencies. Domiciliary treatment is also given by the hospital/dispensaries set up in the various Tibetan refugee settlements/camps. A comprehensive T. B. Control Programme covering all Tibetan Refugee Settlements and Camps has been initiated with financial and technical aid from United Nations High Commissioner for Refugees and World Health Organisation and with the assistance of Central Relief Committee (India).

PROF. NARAIN CHAND PARASHAR: Since the Minister has stated that a comprehensive programme has been drawn up so far as refugee establishments are concerned, may I know from him whether there is any proposal to set up separate T.B. sanatoria and hospitals in places and especially in States where the refugees are living in large numbers. These States are Himachal Pradesh, Madhya Pradesh and Mysore.

SHRI BALGOVIND VERMA : Already we have three centres for the purpose. They are : (1) Lady Irwin Sanatorium, Jubar, Simla Hills, (2) Charleris Hospital, Kalimpong and (3) Wanless Chest Hospital, Wanlesswadi, Maharashtra. These three Sanetoria are enough, we consider, to cater to the requirements of the TB-suffering Tibetan refugees.

Apart from this, we have got a medical team which goes to every settlement to see that those who are suffering from TB are properly cared for.

PROF. NARAIN CHAND PARASHAR: The Minister said that the question of setting up more centres does not arise. May I ask one thing ? The heaviest settlement of refugees are Mysore and some points in Madhya Pradesh and also in Manali. Is there any proposal to set up sanatoria and hospitals there also ?

SHRI BALGOVIND VERMA . At present there is no such proposal.

We think that the arrangements already there are sufficient to meet the requirements

SHRI B. V. NAIK : As far as Mundgod camp is concerned, we have got 10,000 refugees there. If you compare the incidence of TB as it existed before their coming to the place and after they came, we see that the incidence is very high and it will be wrong to compare them with the local population.

MR. SPEAKER : I am not able to understand it.

SHRI BALGOVIND VERMA : The hon. Member is referring to the refugees who are living in Mundgod. A medical team was sent there and they detected that out of 4,500 refugees, only 13 were suffering from TB, that is, only 2 9 per thousand are suffering from TB. That is much less than what is prevalent in our country.

SHRI B. V. NAIK : I hope it is not a statistical lie.

MR. SPEAKER : Shri Banerjee.

SHRI VIKRAM MAHAJAN : The question-hour is over, Sir. It is already 2 minutes past twelve.

Whereabouts of Indian Journalists Arrested by Pakistan

*891. SHRI S. M. BANERJEE : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) what further efforts have been made to find out the whereabouts of two journalists namely Shri Deepak Banerjee and one other, who were arrested by the then Pakistani Forces in Bangladesh;

(b) whether they are now in Pakistan;

(c) if so, whether this question has been taken up with the Government of Pakistan; and

(d) if so, with what results ?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI SWARAN SINGH) : (a) Following the independence of Bangladesh, our High Commission in Bangladesh had been asked to take up the question of the whereabouts of Deepak Banerjee and Surajit Ghoshal with the Bangladesh authorities.

(b) Their exact whereabouts are not known.

(c) and (d). The question of the release of Deepak Banerjee and Surajit Ghoshal was taken up with Pakistan a number of times during the months of April to July, 1971. However, there was no reply from Pakistan to our notes on the subject. On 30 November, 1971, the Government of India proposed to the Government of Pakistan that

there should be an exchange of civilians of either country held in the other Due to the war, progress of this proposal was halted. In February, 1972, the proposal was revived and we communicated a list to the Government of Pakistan of Indians held by Pakistan This list includes Deepak Banerjee and Surajit Ghoshal. The Pakistan Government has replied that the matter is under consideration.

SHRI S. M. BANERJEE : Thank you.

MR SPEAKER : Thank you for not putting supplementaries

SHRI S. M. BANERJEE : I only wanted facts.

WRITTEN ANSWERS TO QUESTIONS

Prospecting & Planning of Mines of Khetri Copper Project

*892 SHRI SHIVNATH SINGH : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether comprehensive prospecting and drilling of deposits was not made before developing and starting production in the mines of Khetri Copper Project and now underground prospecting is being done and it is being termed as production; and

(b) whether a copy of the outline of prospecting and planning of the mines of Khetri Project would be laid on the Table of the House ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) Prospecting and drilling has been done for developing and starting production at the mines of the Khetri Copper Project. The work of prospecting and drilling is, however, a continuous process and as ore production starts from one part of the mine, the other sections of the mine developed simultaneously for ensuring ore production on a sustained basis.

The underground prospecting include underground drilling and underground mapping. These activities do not produce any ore. Therefore, the question of terming underground prospecting as production does not arise.

(b) The required information is contained in the statement laid on the Table of the House. [*Placed in Library. See* No. LT—2069/72]

Purchase of Tractor Trailers and Semi-Gama Trailers by G S I.

*893. SHRI ANNASAHEB GOTKHINDE : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether 36 tractor trailers and 2 Semi-Gama trailers purchased by the Geological Survey of India during the March, 1962 to August, 1966, could not be put to use, as the trucks/tractors required to pull the trailers were not available;

(b) whether 30 such trailers were disposed of in June, 1970;

(c) if so, the amount of loss suffered, and

(d) how many of the remaining trailers are still lying idle ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) to (d). During March, 1962 to August, 1966, Geological Survey of India had purchased 56 Tractor Trailers and 5 Semi-Gama trailers, out of which 36 tractor trailers and 2 Semi-Gama trailers could not be put to use as the required type of tractors were not available due to the declaration of Emergency as a result of Chinese aggression and the consequent ban on the import of such tractors for purposes other than Agriculture. Although the trailers were not sent to the field, these were utilised off and on, for local duty, for clearing heavy consignment and shifting of stores.

In June, 30,1970 trailers of the value of Rs. 1·14 lakhs were disposed of by the D. G. S. & D. for Rs. 0·48 lakhs.

Out of the remaining 8 trailers, two Gama trailers, have since been put to use and the other six have been retained for mounting of drilling Rigs, after suitable modification, to make the Rigs mobile.

China Clay Deposits

*894. SHRI M KATHAMUTHU : Will the Minister of STEEL AND MINES be pleased to state :

(a) the estimated potential of the China Clay deposits in the country;

(b) whether these deposits are not effectively operated at present, and

(c) if so, the steps being taken to improve the operation of these deposits with a view to produce adequate clay for the pottery industry in the country ?

THE MINISTER OF STEEL AND MINES (SHRI S MOHAN KUMARAMANGALAM) : (a) The total reserves of China Clay in India is estimated at 243 Million Tonnes. A statement showing State-wise reserve position is laid on the Table of the House. (Annexure I)

(b) and (c). Most of the deposits are under exploitation In 1971, 584 thousand tonnes of crude China Clay was produced which is adequate to meet the demand of the pottery industry.

Statement

State-wise Reserves of Chinaclay in India

Bihar	36·11	million	tonnes.
Orissa	3·15	"	"
West Bengal	101·84	"	"
Delhi	1·25	"	"
Gujarat	3·60	"	"
Kerala	58·82	"	"
Mysore	3·19	"	"
Andhra Pradesh	16·23	"	"
Rajasthan	4·00	"	"
Tamil Nadu	12·97	"	"
Madhya Pradesh	0 42	"	"
Maharashtra	1·10	"	"
Assam	0·50	"	"
Total	243·18		

लंदन और वाशिंगटन स्थित इंडिया सप्लाई मिशनों का निरीक्षण

*895. **श्री मूलचन्द डागा** : क्या पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) लंदन तथा वाशिंगटन स्थित इंडिया सप्लाई मिशन का निरीक्षण गत तीन वर्षों में किस-किस तारीख को किया गया और आखिरी बार ये निरीक्षण कब किये गए थे; और

(ख) यदि हाँ, तो इन निरीक्षणों के दौरान क्या-क्या खामियाँ पाई गई ?

पूर्ति मंत्री (श्री डी० आर० चव्हाण): (क)

1--भारत पूर्ति मिशन, लंदन

(1) विदेश सेवा निरीक्षकों द्वारा, जून, 1969 में ।

(2) सचिव (पूर्ति) और संयुक्त सचिव (वित्त) द्वारा, जून 1970 में ।

(3) विदेश सेवा निरीक्षणों द्वारा, जनवरी, 1971 में ।

2-- भारत पूर्ति मिशन, वाशिंगटन,

(1) विदेश सेवा निरीक्षकों द्वारा, सितम्बर, 69 में ।

(2) सचिव (पूर्ति) और संयुक्त सचिव (वित्त) द्वारा, जून, 1970 में ।

(ख) ये निरीक्षण मुख्य रूप से उन मिशनों की कर्मचारी सम्बंधी आवश्यकताओं का पुनरीक्षण करने के लिए ही किए गए थे । फिर भी, मिशनों के काम में सुधार लाने के लिए भी कुछ सुझाव दिए गए थे ।

Land Allotted to Families Rehabilitated in Dandakaranya Project

*896. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number of families rehabilitated

in the Dandakaranya Development Project under Central Government;

(b) the number of families given tenancy right of land they cultivate under the project so far;

(c) the percentage of irrigated land in relation to the total land occupied by cultivators under the project; and

(d) the quality of land and the average yield per acre at the Project ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) 13,829 families were in position at the rehabilitation sites, as on 31-3-1972.

(b) Tenancy rights have not so far been given to the families.

(c) and (d). The information is being collected and will be laid on the Table of the Sabha.

Nationalisation of Non-Coking Coal Mines

*897. SHRI G. Y. KRISHNAN : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government have received representations regarding the nationalisation of the entire non-coking coal mines in the country; and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) Yes, Sir.

(b) At present Government are not considering any propsal for the nationalisation of non-coking coal mines in the country.

Exploration of Iron Ore Deposits in Madhya Pradesh

*898. SHRI G. C. DIXIT : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether there is any scheme for the exploration of iron ore deposits in the District of Baster, Madhya Pradesh during the Five Year Plan period; and

(b) if so, the main features thereof ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) and (b). In addition to Deposit No. 14, in Bailadila, which is already under production and Deposit No. 5, which is expected to be ready for production by the middle of 1974, the National Mineral Development Corporation Ltd., has taken up the detailed geological exploration of Bailadila Deposit No. 4 in Bastar District, Madhya pradesh.

The Geological Survey of India has started detailed investigation of iron ore deposits at Rowghat and adjacent areas of Bastar District. The work envisaged for exploration includes drilling geological mapping, pitting, aditing and sampling.

Representation of Workers on Board of Management of Public Undertakings

*899. SHRI M. RAJANGAM : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the Government of India have decided to give representation to the workers on the Board of management of public sector undertakings;

(b) the mode of selection of the workers for the above purpose;

(c) the time by which these appointments are expected to be made; and

(d) the time by which all the public sector undertakings will be brought under operation of the new scheme ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) Government have decided to introduce a scheme for the appointment of workers' representatives on the Board of management of a few public sector undertakings on a trial basis. In the first instance

it has been decided to implement the scheme in the Hindustan Antibiotics Ltd. Pimpri

(b) The recognised Union is to submit a panel of names of three persons satisfying the prescribed conditions and qualifications from whom the Government would select one for nomination as Director.

(c) The management of the Hindustan Antibiotics Ltd. are awaiting the panel of names from the recognised Union.

(d) As the scheme is being introduced on a trial basis, the question of fixing any time limit by which all the public sector undertakings will be brought under operation of the scheme is premature.

Shortfall in Lignite Output at Nayveli Lignite Corporation

*900 SHRI K. KODANDA RAMI REDDY : Will the Minister of STEEL AND MINES be pleased to state :

(a) the reasons for the shortfall in lignite output at Nayveli Lignite Corporation;

(b) to what extent this shortfall adversely affects in the production of Power, Urea and briquettes; and

(c) the remedial measures contemplated by Government ?

THE MINISTER OF STEEL AND MINES (SHRI S. MOHAN KUMARAMANGALAM) : (a) The target of lignite production envisaged for 1971-72 was 4 million tonnes and the performance in the first half of the year, i. e. April to September was satisfactory. Later for the reasons stated below, the rate of production reduced considerably and the target was revised to 3·6 million tonnes in the Revised Estimate for 1971-72. The actual output of lignite was 3·72 million tonnes.

The reasons for the shortfall in lignite output during 1971-72 were as follows :

(1) Frequent breakdowns in the mining machinery due to the arduous nature of the work in the Neyveli Mine where the Cuddalore sand stone strata is very hard.

During 1971-72, there were two major breakdowns on two large Bucket Wheel Excavators in December, 1971, which necessitated two over-burden removal systems to be out of use for over 20 days.

(2) The lignite overburden ratio has been increasing from under 1:4 earlier to nearly 1:4 6 towards the end of the year 1971. This necessitates removal of larger quantity of overburden for winning the same quantity of lignite.

(3) The general industrial unrest and reduced out-turn of work has affected production

In October, 1971, there was a strike by the Junior Engineers and the Engineering Supervisors for about a week which threw all operations out of gear and it took considerable time to regain normal working conditions.

(4) Unusually heavy rains adversely affected mining operations. There was unusual incessant rain for about 16 days in December, 1971.

(b) The shortfall in the output of lignite affected production in the Thermal Power Station and the output of Leco in the Briquetting and Carbonisation Plant. The requirement of lignite for the Fertilizer Plant is comparatively small and production in that Plant has been affected adversely due to lack of proper maintenance and not due to shortage of lignite. The shortfalls in output were as follows :

	Target	Actual
Power (million units)	2,220	2,168
Leco (lakh tonnes)	1·20	·72
Urea (lakh tonnes)	·90	·43

(c) Regarding remedial measures, an Experts Committee appointed by the Government of India has enquired into the working of the Lignite Mine and submitted a report to the Government in March, 1972. For

increasing the output of the mine, the Committee has proposed that this be done in two stages :

(1) to increase the output to 4 5 million tonnes of lignite per annum by procuring essential additional equipment;

(2) to increase the output from 4·5 to 6·3 million tonnes of lignite per annum by procuring additional/ replacement excavators of higher capacity and other equipment after getting a detailed Project Report prepared.

The recommendations of the Committee are being examined by the Government for immediate action The Board of Directors of N. L C. have already been directed to examine and implement the recommendations which are within the powers of the Board The Board has approved immediate action to be taken for the procurement of certain items of equipment like Mobile Transfer Conveyors, blasthole drills, pipe layers etc. When these additional items of equipment are in position, it is expected that the output of lignite would increase in about two years to 4 5 million tonnes per year, taking into account the higher over-burden lignite ratio that is obtaining now.

As recommended by the Committee a working group is being constituted to draw out a Detailed Project Report for expanding the output of the mine to 6·3 million tonnes of lignite per year.

Retired Government Servants Working as Indian High Commissioners/ Ambassadors

6548. SHRI VAYALAR RAVI : Will the Minisiter of EXTERNAL AFFAIRS be pleased to state the total number of retired Government servants working as India's High Commissioners and Ambassadors in other countries ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : Six Sir.

Utilisation Survey and Research in Mining field of Palamau (Bihar)

6549 : KUMARI KAMLA KUMARI : Will the Minister of STEEL AND MINES be pleased to state the steps taken by Government for utilization survey and research in the mining field of Palamau (Bihar) since the declaration of the District as most backward ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) The information is being collected and will be laid on the Table of the House.

Scientific Development of Coking Coal Mines

6550. SHRI AWDHESH CHANDRA SINGH : Will the Minister of STEEL AND MINES be pleased to state :

(a) the number of managements of the Coking Coal Mines which have developed their mines scientifically ;

(b) the names of the Coking Coal mines which have been scientifically explored, developed and have vast reserves ready for immediate exploitation; and

(c) how Government propose to encourage scientific development in respect of non-coking coal mines owned by such owners ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b) At this stage it is not possible to state categorically which particular mines in Jharia have been developed in a scientific manner, as intensive study is in progress of the extent of working of each mine in each seam and the reserves that can be taken up for immediate exploitation. This study is in connection with the drawing up of proposal for reorganisation and reconstruction of the Coking Coal Mines and this is expected to be completed by the end of this year.

(c) under the Coal Mines (Conservation, Safety and Development) Act, 1952, the Coal Board is enjoined with the responsibility to see that coal mines are opened and

worked in a scientific mannar keeping in view the main objective of rational development including conservation and safety In addition, the field officers of the Coal Controller's Organisation as well as the Coal Board inspect the mines periodically and advise the managements.

मध्य प्रदेश में कपड़ा मिलों में श्रमिकों से बहुत ज्यादा काम लिया जाना

6551. **श्री फूलचन्द वर्मा** : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या श्रमिको द्वारा विरोध प्रकट किय जाने के बावजूद, मध्य प्रदेश मे बहुत सी कपडा मिलो मे श्रमिको से बहुत ज्यादा काम लेने की पद्धति को तीव्र कर दिया गया है;

(ख) क्या उपरोक्त पद्धति लागू करने और अत्यधिक कार्यभार, जिसका उनके स्वास्थ्य पर प्रतिकूल प्रभाव पड रहा है, के कारण श्रमिको में बहुत असतोष व्याप्त है;

(ग) क्या इसके परिणामस्वरूप राज्य मे पाँच हजार श्रमिक बेरोजगार हो गय है तथा दस हजार और श्रमिको के बेरोजगार हो जाने की सभावना है; और

(घ) क्या श्रमिको ने उनका ध्यान भी इस ओर आकर्षित किया है और यदि हाँ, तो सरकार न इस बारे मे क्या कार्यवाही की है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) से (ग). यह मामला राज्य के क्षेत्राधिकार मे आता है। श्रम और रोजगार विभाग के पास इन मामलों के सबंध मे कोई सूचना नही है।

(घ) प्रश्न नही उठता।

Labour Conditions in Circus Industry

6552 SHRI K. KODANDA RAMI REDDY : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the Labour Bureau has conducted any survey of labour conditions in the Circus industry in India; and

(b) if so, the important findings in the report ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) : (a) Yes.

(b) Copies of the Report on the Survey of Labour Conditions in Circus Industry in India are available in the Parliament Library.

Bonus Dispute of Kanpur Textile Workers

6553. SHRI S. M. BANERJEE : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the Bonus dispute of Textile Workers of Kanpur has been referred to him for arbitration; and

(b) if so, whether he would give hearing to the various trade unions who jointly conducted the strike for 27 days in March/April, 1972 in two Textile Mills in Kanpur ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) (a) and (b) The parties to the dispute have agreed to refer the matter to the arbitration of the Union Labour Minister In doing so, they did not consult nor obtain the concurrence of the Union Labour Minister. The matter is now under the consideration of the Union Labour Minister.

Deposits of Ruby Stones in Himachal Pradesh

6554. SHRI K. KODANDA RAMI RADDY : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether deposits of ruby stones have been discovered in Himachal Pradesh;

(b) if so, the total quantity of deposits found there, and

(c) whether Governmet propose to take over these deposits ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) Government is not aware of any ruby stones deposits in Himachal Pradesh.

(b) and (c). Do not arise.

Mortgaging of Assets to Financial Institutions under Mineral Concession Rules, 1960

6555. SHRI P. R. SHENOY : Will the Minister of STEEL AND MINES be pleased to refer to the reply given to Unstarred question No. 2713 on the 13th April, 1972 regarding mortgaging of assets to financial institutions under Mineral Concessions Rules, 1960, and state :

(a) whether the information has since been collected; and

(b) if not, the time by which it is expected to be collected ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) (a) No, Sir; the information is being collected.

(b) It is not possible to specify the time as information would have to be collected from State Governments.

Recognised Unions in Bokaro Steel Plant

6556. SHRI SWARAN SINGH SOKHI : Will the Minister of STEEL AND MINES be pleased of state the names of Labour Unions recognised by the Management of Bokaro Steel Plant, Bihar ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : Bokaro Steel Workers Union, affiliated to I. N. T. U. C. is the only Union recognised at Bokaro Steel Ltd.

Refugee Camp, Panchanpur, Gaya District

6557. SHRI CHANDRA SHEKHAR SINGH : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Government have decided to allot the building of the erstwhile Bangla Desh Refugee Camp situated at Panchanpur in Gaya District to the Labourers of Gaya who have no houses to live in;

(b) if not, the purpose for which these buildings are going to be utilised ;

(c) whether Government would reconsider allotting these buildings to the workers of Gaya who have no houses of their own to live in; and

(d) the proposals under consideration for the tube-well already installed there ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) (a) No, Sir.

(b) to (d). The matter is under consideration. Final decision will be taken in consultation with Government of Bihar.

C. R. Sheets orders to Hindustan Steel Ltd., Calcutta

6558. SHRI JYOTIRMOY BOSU : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether some orders were placed in 1964 from the various Iron Steel Stock Holders of Meerut District U. P. to the Hindustan Steel Ltd., Calcutta to procure the C. R. Sheets;

(b) whether the said material has been despatch to the stock holders so far; if not, the reasons therefor;

(c) the action taken by Government to despatch the material pending with the Hindustan Steel Ltd. to the Stock holders of Meerut, U. P.; and

(d) the time by which the C R Sheets are likely to be despatched ?

THE MINISTER OF STATE IN THE MINISTRY OF STELL AND MINES (SHRI SHAHNAWAZ KHAN) (a) to (d) The information is being collected and will be laid on the Table of the House

Iron Ore Mines in Cuddapah District, Andhra Pradesh

6559 SHRI Y ESWARA REDDY Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the number and location of iron ore mines working in Cuddapah District Andhra Pradesh

(b) the names of owners of respective mines and the approximate number of employees in each of those mines

(c) the amount of the cess towards the Iron Ore Mines Labour Welfare Fund required to be paid every year by each of the above mine owners and

(d) the arrear if any of each mine owner and the steps taken by the Government to realise them ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) No mine is working in Cuddapah District since 1968

(b) Sri G Venkata Rao, Mine owner of mine at Rajampeta, Cuddapah District (Closed since 1968) Shri P C Poddar Mine Owner of mine at Rajampeta, Cuddapah District (Closed since 1966)

(c) Does not arise at present

(d) An amount of Rs 2,219 75 is still due from Shri P C Poddar The whereabouts of the Mine Owner are not known and the matter has been taken up with the Central Bureau of Investigation by the Collector, Cuddapah

Facilities under Iron Ore Mines Labour Welfare Fund in Andhra Pradesh

6560 SHRI Y ESWARA REDDY Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the location and the details of Medical facilities and Educational and Recreational facilities provided, if any, in Andhra Pradesh under the Iron Ore Mines Labour Welfare Fund,

(b) whether ore mines in Andhra Pradesh are not providing the above facilities to the deserving and to the extent possible under the above fund if so the reasons therefor and

(c) the plans if any to make up for this lag and to provide the above facilities to the iron ore mines in Andhra Pradesh ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) The Medical facilities are being provided to the Iron Ore Miners employed in iron ore mines at Siddapuram Oblapuram (Ananthapur District) by utilising the Mobile Medical Vans of Mysore Region stationed at Bellary

Educational Facilities

Scholarships and supply of uniforms are being sanctioned every year to the children of Iron Ore Mine Workers in Andhra Pradesh Region

Recreational Facilities

Indoor and Outdoor games materials are being supplied to the Mine Owners for the benefit of Iron Ore Miners

(b) During 1971 72 there was an income of Rs 37,698 in this Region and the Corresponding expenditure was Rs 55,958/-

(c) Does not arise

Facilities Provided in Andhra Pradesh Under the Mica Mines Labour Welfare Fund

6561. SHRI Y. ESWARA REDDY : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the names of the places in Andhra Pradesh where various categories of medical facilities including treatment of T. B. and leprosy and Educational and Recreational facilities are provided under the Mica Mines Labour Welfare Fund;

(b) the plans, if any, to expand and increase the above facilities in Andhra Pradesh during this plan period;

(c) whether any complaints or representations were made against the existing facilities; and

(d) if so, their nature and the action taken thereon ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) The following welfare facilities are provided at the places indicated below :

(1) *Medical facilities including T. B. and Leprosy.*

(i) Central Hospital, Kalichedu 30 beds
T. B. Ward, Kalichedu 20 beds
(ii) Regional Hospital, Talupur 10 beds
(iii) Ayurvedic dispensary, Kalichedu
(iv) Ayurvedic dispensary, Marupur
(v) Ayurvedic dispensary, Criddalur
(vi) Ayurvedic dispensary, Chaganam
(vii) Static dispensary, Utukur.
(viii) Static dispensary, Sydapuram
(ix) Mobile dispensary, Kalichedu
(x) Maternity and Child Welfare Centre, Talupur
(xi) Maternity and Child Welfare Centre, Kalichedu
(xii) Maternity and Child Welfare Centre, Utukur
(xiii) Maternity and Child Welfare Centre, Sydapuram.
(xiv) Preventive Health Programme, Kalichedu
(xv) T. B. Hospital, Nellore (6 beds reserved)

(2) *Educational facilities*:

(i) High School, Kalichedu
(ii) High School, Talupur
(iii) Elementary School, Kalichedu.
(iv) Elementary School, Talupur.
(v) Elementary School, Kattubadipalli.
(vi) Elementary School, Palamani.
(vii) Elementary School, Jogipalli.
(viii) Elementary School, Tellabodu.
(ix) Boarding Home, Kalichedu.
(x) Bording Home, Sydapuram.
(xi) Mid-day meals centres attached to all the 6 elementary Schools mentioned above.
(xii) Adult Education Centre, Talupur.
(xiii) Community Centre, Kalichedu.

(3) *Recreational facilities*:

(i) Mobile Cinema Unit, Kalichedu.
(ii) *Radio Sets*:

1. Sreenivasa Mica Mine Chennur
2. Sreenivasa Karappan Mica Mine, Thoorupu Poondla.
3. Ramana Vilas Mica Mine Ananthamaduga
4. Pallimitta Mica Mine, Sydapuram
5. Tellabodu Mica Mine, Sydapuram
6. Shaw Mica Mines, Sydapuram
7. Elementary School, Jogipalli.
8. Elementary School, Palamani
9. Nityakalyani Mica Mine, Jafflapuram
10. Chaganam
11. Vinayaka Mica Mine, Utukur
12. Muneeria Mica Mine, Utukur
13. Busstand-Utukur.
14. Meenakshisundaram Mica Mine-Utukur
15. Griddalur
16. Thirumerla
17. T. B. Ward, Kalichedu
18. Central Hospital, Kalichedu
19. High Scool, Kalichedu
20. Jainarayana Mica Mine, Kalichedu
21. Bus stand-Kalichedu
22. Vaddepalem-Kalichedu
23. Hanuman Mica Mine, Kalichedu

24. Malichedu village.
25. High School, Talupur
26. L. P. Mine, Talupur
27. Karakadurga Mica Mine, Talupur
28. Shantinagar, Talupur
29. Elementary School, Talupur
30. Baladurga Mica Mine, Talupur
31. Janakirama Mica Mine, Talupur
32. S. R. A. Mica Mine, Talupur
33. Cherlopalli Harijana Palem
34. Bhavani Sankar, Talupur
35. Rajeswari Mica Mine, Talupur
36. Duggunta Raju Palem.
37. Chanaya Palem Village.
38. Bhavani Mica Mine, Marupur
39. Seetha Rama Chandra Mica Mine, Gotla Palem

(iii) *Bhajana Mandalies*:

1. Elementary School, Talupur
2. Palamani Mica Mine
3. Bhavani Mica Mine, Marupur
4. Thirumerla
5. Jogipalli
6. Kalichedu.
7. High School, Talupur
8. Griddalur.
9. Sreenivasa Mica Mine, Chennur

(iv) *Recreational Clubs*:

1. Seetharama Mica Mine, Kalichedu
2. Bhavani Sankar Mica Mine, Talupur
3. Meenakshi Sundaram Mica Mine, Utukur
4. Palamani Mica Mine
5. Shaw Mica Mine.
6. Pallamitta Mica Mine
7. Baladurga Mica Mine, Talupur
8. Tellabodu.
9. Bhavani Mica Mine, Marupur
10. Kalyanarama Mica Mine, Kalichedu
11. L. P. Mica Mine, Talupur
12. Vinayaka Mica Mine, Utukur

(b) It is proposed to convert the dispensary at Sydapuram to a ten bedded hospital.

(c) and (d). There have been no specific complaints or representations against the existing facilities.

E. S. I. S. Hospitals in Andhra Pradesh

6562. SHRI Y. ESWARA REDDY : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number and location of full-fledged Employment State Insurance Hospitals, Employment State Insurance Annexes and State Insurance Dispensaries with their respective bed strength in Andhra Pradesh;

(b) the number of employees covered under each centre;

(c) the number of such centres under construction or plans to construct any during this plan period in Andhra Pradesh; if so, the salient features thereof; and

(d) whether complaints against the working of above centres running now have been received; if so, their nature and the action taken thereon ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Employees' State Insurance Corporation authorities have reported as under :

(a) The number of Employees State Insurance Hospitals, Annexes and Dispensaries in Andhra Pradesh is 61 and 56 respectively. The particulars are detailed in Statement I laid on the Table of the House. [*Placed in Library. See* No. LT—2070/72]

(b) The estimated number of employees covered under each centre in Andhra Pradesh as on 31-3-1972 is given in Statement—II laid on the Table of the House. [*Placed in Library. See* No. LT—2070/72.]

(c) (1) 2 Doctored E. S. I. Dispensary Staff Quarters and Pay Office at Rannagundam.

Salient features :

Land measuring 3 acres was purchased in May, 1967, for Rs. 1,200/- and a project at a total cost of Rs. 3,30,000/- was sanctioned for construction of the dispensary, staff quarters and pay office in 1967. The

entire sum of Rs. 3,30,000/- has been released and the last report received in October, 1970 was to the effect that 70% of the work had been done.

(2) 2 Doctored E. S. I. Dispensary, 12 Staff Quarters Kondepalam, Sreeramnagar.

Salient features:

Land measuring 2·45 acres was purchased in January, 1967 for Rs. 1,509·50 Thereafter a project costing Rs. 3,78,000/- was sanctioned for construction in May, 1967. The work had not started when in 1968, the Corporation decided that such projects may not be started till the financial stringency faced by the Corporation was over. The matter will be reviewed shortly

(d) Yes. The complaints usually relate to inadequacy of medical benefit. Remedial action in respect of such complaints is taken through the State Government.

Arrears of E. P F. with Employees in Textile Industry

6563. SHRI S N MISRA . Will the Minister of LABOUR AND REHABILITATION be pleased to state .

(a) the outstanding arrears regarding the contribution of Provident Fund by the employers in the Textile industry;

(b) the names and the amount outstanding against them; and

(c) the steps taken to recover the arrears ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) : (a) and (b). The information furnished by the Provident Fund Authorities in regard to the names and the amounts of the unexempted Textile establishments which were in default of Rs. one lakh and above on account of provident fund contributions as on 31-12-71 is given in the statement laid on the Table of the House [*Placed in Library. See* No. LT—2071/72.]

(c) The following steps are taken against the unexempted defaulting establishments :

(i) Prosecution is launched under section 14 of the Employees' Provident Funds and Family Pension Fund Act, 1952.

(ii) Revenue recovery proceedings are initiated under section 8 of the Employees' Provident Funds and Family Pension Fund Act, 1952.

(iii) In suitable cases, complaints are filed with the Police/Courts under section 406/409 of the Indian Penal Code.

(iv) The defaults are brought to the notice of the Employers' and Workers' Organisations including the Trade Unions.

(v) Penal damages are levied under section 14-B of the E. P. F. & F. P. Fund Act, 1952.

(vi) In some cases, the establishments are afforded a chance to pay the dues in suitable instalments subject to production of adequate guarantee, surety etc.

(vii) In the case of Textile Mills which have gone into liquidation reconstruction schemes are examined on merits.

Landless Agricultural Labour

6564. SHRI B. V. NAIK : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the total number of landless agricultural labourers in the country;

(b) their average annual income; and

(c) the reaction of Government thereon ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K. KHADILKAR) : (a) According to the Rural Labour Enquiry (1963—65) there were about 8·57

million agricultural labour households without land in the rural areas of the country. The number of agricultural labourers belonging to these households was estimated at 16 63 million

(b) The average annual income of an agricultural labour household without land was estimated at Rs 650 81 through the Rural labour Enquiry, 1963—65

(c) Agriculture is a State subject and the matter of improvement of condition of agricultural labourers is not an easy one in view of the number of workers involved, the economic condition and the dispersed nature of agriculture

The Central Government and most of the State Governments have fixed minimum wages for agricultural labourers under the Minimum Wages Act The problems of the agricultural labourers have also been discussed in seminars and conferences with a view to solving them Enquiries have also been conducted into the conditions of this class of workers

The recommendations of the National Commission on Labour have also been commended to the State Governments and the concerned Ministries for necessary action The Commission have *inter-alia* recommended that the periodic surveys undertaken by Government to understand the rural situation should be continued and intensified The need for action-oriented statistics for this section of labour is more than for any other Accordingly the next round of the Rural Labour Enquiry is likely to be undertaken during 1973-74

Further the National Commission on Agriculture has recently been set up by the Ministry of Agriculture and one of the specific terms of reference of the Commission is to cover the special problem of agricultural labourers

Renaming Of EPDP Colony, Kalkaji, New Delhi

6565 SHRI B K DASCHOWDHURY Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the reasons for a consensus of agreement on three names for the EPDP Colony Kalkaji, New Delhi when three of five associations/Societies preferred to name the Colony as 'Chittaranjan Park' and the fourth one had no objection to it and when the final decision rests with the Department of Rehabilitation, and

(b) the circumstances which prevent the Department to name the EPDP Colony, Kalkaji as Chittaranjan Park to perpetuate the memory of the great leader in the capital ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) and (b) As an Association claiming as large a membership as 2,700 has suggested an alternative name it has been decided to ascertain the views of the allottees individually and thereafter take decision

भारतीय भिक्षुणियों की भर्ती के लिए आयोग

6566 **श्री शिवकुमार शास्त्री** . क्या विदेश मंत्री यह बताने की कृपा करेंगे कि

(क) क्या भारतीय भिक्षुणियों की भर्ती के लिए कैथालिक बिशपों ने एक आयोग का गठन किया है,

(ख) यदि हाँ, तो क्या उस आयोग में भारत सरकार का भी प्रतिनिधित्व है, और

(ग) उस आयोग की सदस्य संख्या क्या है और उनके नाम क्या है ?

विदेश मंत्रालय में उप-मंत्री (श्री सुरेन्द्र पाल सिंह) (क) से (ग) सूचना एकत्र की जा रही है और इसे सदन की मेज पर रख दिया जाएगा ।

Investigation By C B I And Vigilance Commission into matters of corruption for Evacuees Management, Tripura

6567 SHRI PRIYA RANJAN DAS MUNSI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the Central Bureau of Investigation and the vigilance Commission are

making enquiries into certain matters relating to monetary corruption for evacuees management at Dharmanagar, Tripura, and

(b) if so, within what period the investigation would be completed ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) and (b) Preliminary enquiries into such allegations of corruption have been made by the State Anti-Corruption Branch. The question of deputing officers of Central Bureau of Investigation to assist in the investigation is under consideration.

खेतड़ी में तांबा परियोजना के असैनिक निर्माण कार्यों के लिये ठेका

6568. **श्री शिवनाथ सिंह :** क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेंगे कि

(क) क्या खेतडी तांबा परियोजना सयत्र के असैनिक निर्माण कार्यों का ठेका पहले सार्वजनिक क्षेत्र के राष्ट्रीय परियोजना निर्माण निगम को दिया गया था और उसे वापस लेकर मैसर्स तारापोर एण्ड कम्पनी को दे दिया गया है,

(ख) यदि हाँ, तो इसके क्या कारण है,

(ग) क्या भूतकाल मे मैसर्स तारापोर एण्ड कम्पनी तथा गैमन्स इण्डिया लिमिटेड का मुख्य अभियन्ता (सिविल) से सबध रहे थे; और

(घ) क्या वर्तमान पद पर नियुक्ति से पूर्व भी उक्त अभियन्ता के विरुद्ध दुर्विनियोग के आरोप लगाये गये थे और यहाँ अब भी जाँच कार्य चल रहा है परन्तु उनके विरुद्ध कोई कार्यवाही नही की जा रही है ?

इस्पात और खान मत्रालय में राज्य मंत्री (श्री शाहनवाज़ खाँ) : (क) और (ख) सकेन्द्र और सबध इमारतो (स्लैग व्यवहारक सयत्र को सम्मिलित कर) के लिए सिविल निर्माण कार्यों के लिए सविदा, फरवरी, 1969 में मैसर्स एन० पी० सी० सी० को दी गई। उनके द्वारा किए जा रहे कार्य की प्रगति संतोषप्रद नही थी। खेतडी ताम्र परियोजना की कडी समय सारणी को ध्यान मे रखते हुए, कार्य का कुछ भाग एन० पी० सी० सी० से ले लिया गया। ऐसा हिन्दुस्तान ताम्र लिमिटेड के निदेशक मण्डल के अनुमोदन द्वारा ही किया गया। तत्पश्चात् कार्य का यह भाग मैसर्स तारापोर एण्ड कम्पनी को सौंपा गया।

(ग) हिन्दुस्तान ताम्र लिमिटेड ने यह सूचना दी है कि वह मुख्य अभियन्ता (सिविल) के मैसर्स तारापोर एण्ड कम्पनी और मैसर्स गैमन्स इण्डिया लिमिटेड के साथ किसी भी प्रकार के पूर्व–"संबंधो" से अनभिज्ञ है। तथापि इस बात का उल्लेख किया जाता है कि हिन्दुस्तान ताम्र लिमिटेड मे आने से पूर्व, सदर्भाधीन अधिकारी अन्य कई औद्योगिक प्रायोजनाओ से कार्य करता रहा है। ऐसा सभव है कि मुख्य अभियन्ता (सिविल) ने कुछ ऐसी प्रायोजनाओ से कार्य किया हो जहाँ ये अभिकरण भी सक्रियाशील थे। इस सविदा का मैसर्स तारापोर एण्ड कम्पनी को दिए जाने मे किसी भी प्रकार के शका-स्पद और आपत्तिजनक उपायो का प्रयोग किया गया हो, इस बात का प्रश्न ही नही उठता।

(घ) हिन्दुस्तान ताम्र लिमिटेड ने सूचित किया है कि उक्त मुख्य अभियन्ता के विरुद्ध, उसके हिन्दुस्तान लिमिटेड मे आने से पूर्व के, किसी दुर्विनयोग के आरोपो मे भिन्न नही है।

Default in payment of E P. F. by M/s C H (P) Limited and M/s C M. I Limited, Bihar

6569 SHRI M. D. JAMILURRAHMAN SHRI R P YADAV :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether M/s C H. (P) Limited, M/s C M. I. Limited, Tatanagar Foundary Work and R. B. H. M. JuteMills, Katihar are

chronic defaulters of Employees' Provident Funds in Bihar region; and

(b) whether Provident Fund contributions have not been paid by them for quite some time past; it so, the arrears against each ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) The Provident Fund Authorities have reported as under .

(a) Yes

(b) M/s. C. H. P. Limited, M/s. C M. I. Limited, M/s. Tatanagar Foundary Company Limited, Jamshedpur and M/s. R. B. H. M. Jute Mills, Katihar were in default of provident fund dues of about Rs. 1 02 lakhs, Rs. 4 68 lakhs, Rs. 3 02 lakhs and Rs 8 71 lakhs respectively.

बंगला देश को सहायता

6570. **श्री मूलचन्द डागा** : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) बगला देश को अब तक कुल कितनी आर्थिक सहायता दी गयी है,

(ख) वर्ष 1972-73 के दौरान बगला देश को कितनी आर्थिक सहायता देने का निर्णय लिया गया; और

(ग) सहायता संबंधी शर्तें क्या हैं ?

विदेश मंत्रालय में उप-मंत्री (श्री सुरेन्द्रपाल सिंह) : (क) से (ग). 1972-73 के बजट अनुमानों में बगला देश को 118 करोड़ रुपये के मूल्य की सहायता देने की व्यवस्था रखी गई है। 1971-72 में 82 करोड़ रुपये की व्यवस्था थी ।

2. बंगला देश को अब तक दी गई सहायता तथा उसके नियम और शर्तें निम्न है—

अनुदान	रुपया
(क) 650,000 टन गेहूँ और 100,000 टन चावल की सप्लाई	78 46 करोड
(ख) माल सहायता	25·00 करोड
(ग) नकद खैरातो अनुदान	18·58 करोड
(घ) आश्रय सामग्री की सप्लाई	1·36 करोड
(ङ) 20,000 हैण्ड पम्पो की सप्लाई	40 00 लाख
(च) 2,000 टन दालो की सप्लाई	40 00 लाख
(छ) 50,000 ग्रुप माचिसो की सप्लाई	6·00 लाख
(ज) सचार सहायता	3 29 लाख

ऋण

(1) दो वायुयान, दो जहाज, प्रकीर्ण रेल सामग्री, बिजली साज समान और दूरसचार-सामग्री की सप्लाई 20 0 करोड ।

वायुयान और जहाजो के लिए ब्याज की दर $2\frac{1}{2}\%$ है और यह ऋण 25 वर्षो मे पुनर्देय है, इसमे 5 वर्ष का विलम्ब-काल शामिल है । रेल सामग्री, बिजली सामग्री और दूर-सचार के साज सामान के लिए दिया गया ऋण ब्याज मुक्त है जो 25 वर्षो मे पुनर्देय है । इसमे 7 वर्ष का विलम्ब काल शामिल है ।

(2) 50 लाख पौड की विदेशी मुद्रा का ऋण (9 5 करोड रुपये के मूल्य के बराबर) इस पर $2\frac{1}{2}\%$ का ब्याज होगा, यह 20 वर्ष मे पुनर्देय होगा इसमे 5 वर्ष का विलम्ब-काल शामिल है ।

(3) कच्चे तेल की खरीद के लिए 8 1 करोड़ रुपये के मूल्य की विदेशी मुद्रा का ऋण है । इस पर ब्याज की दर $6\frac{1}{2}\%$ है । यह ऋण 5 वर्ष की अवधि मे पुनर्देय है ।

इस सूची मे सहायता सामग्री के लिए बंगला देश को हस्तातरित किए गए 15 करोड़

रुपये शामिल नहीं है। इसमें बंगला देश की सरकार की सहायता के लिए भेजे गए 28 सी० ए० एल० ओ० के० विशेषज्ञों की सेवाएँ और बंगला देश में रुकने के दौरान भारतीय सेना द्वारा किया गया असैनिक पुनर्निर्माण कार्य का खर्च भी शामिल नहीं है।

Building For Regional Office of E P. F. O. in Bihar

6571. SHRI Md JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the construction of bulding for the Regional Office in Bihar under Employees' Provident Funds is hanging fire for over 12 years;

(b) whether tussle is going on between the staff and the Regional Commissioner, Bihar regarding the selection of site; and

(c) if so, the action proposed by the Central Commissioner for permanent solution of the problem ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Provident Fund Authorities have reported as under :

(a) to (c). Considerable efforts have been/ are being made for the last 5 years to procure a suitable plot of land at Patna for the construction of Regional Office building through the State Government and the Patna Improvement Trust. A ready built building on Museum Road advertised for sale in '*Indian Nation*' was not considered suitable as the floor area was not sufficient to accommodate the entire Regional Office. Another offer of land on Station Road Patna belonging to '*Anand Bazar Patrika*' could not be considered as details have not so far been furnished by the owners. Allotment of a suitable plot of land for the construction of office building has been taken up by the Chairman, C. B. T., E. P. F. with the State Government of Bihar and the matter is being pursued. The Regional Committee, Bihar selected certain vacant sites at Patna in March, 1972 and as desired by the Committee, the Patna Improvement Trust has again been requested to consider allotment of one of the sites to the E. P. F. Organisation for the construction of office building.

T. A. and Medical Bills of Staff in E. P. F. O in Bihar

6572. SHRI Md. JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether large scale T. A. Bills of the Inspectors and Medical Bills of the Staff of the Employees Provident Funds Organisation in Bihar region remain pending for sevral months and even years;

(b) whether several Inspectors are hasitant to undertake tours, because tour advance is not granted in time as much as T. A. Bills are also not passed in time; and

(c) the steps being considered to redress their grievances ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Provident Fund Authorities have reported as under :—

(a) to (c). A number of T. A. bills of Inspectors for long periods are pending for want of supporting documents to be submitted by the Inspectors. The Regional Commissioner has been asked to instruct the Inspectors to furnish the relevant information without delay in order to settle these cases.

A number of medical reimbursement bills are pending in the Regional Commissioner's Office. The Regional Commissioner has already been asked to settle the bills without delay.

भारतीय भू-सर्वेक्षण विभाग पर किया गया व्यय

6573. **श्री हुकम चन्द कछवाय** : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय भू-सर्वेक्षण संस्था की स्थापना कब हुई थी; और

(ख) इस पर अभी तक सरकार द्वारा कितना रुपया व्यय किया गया है तथा सर्वेक्षण कार्यों पर प्रतिवर्ष कितना रुपया व्यय होता है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज़ खां) : (क) भारतीय भूवैज्ञानिक सर्वेक्षण की स्थापना 1851 में की गई थी।

(ख) भारतीय भूवैज्ञानिक सर्वेक्षण पर उसके प्रारम्भण से 1948 तक उपगत व्यय के आंकड़ों को अभिदर्शित करने के लिए पुराने अभिलेखा उपलब्ध नहीं है। 1948-49 से 1971-72 तक योजना और गैर-योजना दोनों के अधीन कुल व्यय 8035 लाख रुपयों तक है। 1969-70, 1970-71 और 1971-72 वर्षों के लिए सर्वेक्षण दलों पर औसतन वार्षिक व्यय 152·10 लाख रुपए है ।

Import of Foreign Cars by Government Officials

6574. SHRI G. Y. KRISHNAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Government Officials under his Ministry who were working in Indian Embassies abroad and have brought with them imported cars during the last three years; and

(b) the "Head" through which the money advanced and Customs duty paid is reimbursed in such cases and the measures taken by Government to stop such practices in future ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) The number of officers (i.e. of rank of Third Secretary and above) who imported cars into India during the three years 1969-71 is 91.

(b) The Head of account is "Allowances, Honoraria etc." Reimbursement of customs duty, not exceeding Rs. 12,000/-, is granted as relief to a Government servant for import of his personal car on transfer from a Mission abroad to India subject to the conditions prescribed by Government from time to time. Out of the 91 officers mentioned above, 28 were given this reimbursement towards customs-duty.

A car in respect of which such reimbursement has been made cannot be sold for a specified period. Even after the expiry of this period, if the car is sold before seven years' use, the entire amount that was reimbursed has to be repaid; it is only if the car has been used for 11 years that it can be sold without the officer having to pay back any part of the reimbursement of customs-duty.

The reimbursement of customs-duty is a part of service conditions and is granted in the public interest, which requires a Government servant to maintain a personal car at the station of his posting abroad and in India, for the efficient performance of official duties. In the circumstances, the question of stopping the grant of this relief does not arise.

Coal Mines Provident Fund Organisation, Dhanbad

6575. SHRI JYOTIRMOY BOSU : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the Coal Mines Provident Fund Organisation, Dhanbad collects and administers the provident fund of lakhs of coal miners spread over West Bengal, Bihar and Madhya Pradesh;

(b) whether it has been alleged that this organisation has been misusing miners' provident funds with impunity, and whether the mine-owners have not been depositing their contributions to the miners' provident fund; and

(c) the present arrears of such contributions, and the action proposed to be taken in this regard ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) The Coal Mines Provident Fund vests in and is administered by a Board o Trustees set op under the Coal Mines Provi-f

dent Fund, Family Pension and Bonus Schemes Act, 1948. The Act applies to all coal mines in the country and the number of live members of the Coal Mines Provident Fund was about 3·6 lakhs as on 31.12.1971.

(b) It has been generally alleged that mine owners are misusing the Provident Fund contributions and some owners have not made payments of provident fund dues to the Coal Mines Provident Fund.

(c) The total arrears of Coal Mines Provident Fund contributions from the defaulting employers as on 31 12.1971 were Rs. 10,42,10,284. Legal action by way of prosecution and recovery proceedings is taken generally against defaulting employers under the Act. Complaints under Section 406/409 I. P C are also filed in some cases. In addition, damages are levied in case of delayed payment of the dues. Proposals to make the penal provisions in the Act more stringent are also under consideration.

D G. E. & T. Survey of Jobs for S. C. and S. T.

6576. SHRI ARUN SETHI :
SHRI JYOTIRMOY BOSU :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the recent survey by the Directorate-General of Employment and Training reveals that reserved jobs for Scheduled Castes and Scheduled Tribes go abegging due to certain resistence from the establishments; and

(b) if so, the steps being taken by Government to ensure such reservation for this category of people ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) As already stated in answer to Lok Sabha Starred Question No. 482 on 20-4-1972, the report of the Survey is still under finalisation. Some preliminary results of the survey, however, reveal that the main factors which stood in the way of Employment Exchanges in filling up of reserved vacancies were (i) limited availability of candidates for vacancies requiring professional and technical qualifications, (ii) failure of about 40% of the applicants in responding to call letters issued by employment exchanges for pre-submission interviews, and (iii) restricted availability of graduates and post-graduates who formed only 2-3% of the Live Register. According to the employers, the main factors which made it difficult for them to fill up the reserved vacancies were (a) failure on the part of the candidates to reach prescribed standard in written/oral test, (b) lack of mobility among selected candidates, (c) medical unfitness, (d) non-availability of qualified applicants, and (e) lack of adequate response from candidates with requisite qualifications.

Thus it would be observed that there was no evidence of resistance from the employing establishments in regard to filling of reserved vacancies

(b) Does not arise.

मध्य प्रदेश में कपड़ा मिलों द्वारा कर्मचारी भविष्य निधि का जमा किया जाना

6577. **श्री फूलचन्द वर्मा** : क्या श्रम और पुनर्वास मंत्री मध्य प्रदेश में कपड़ा मिलो द्वारा कर्मचारी भविष्य निधि के जमा किये जाने के संबंध में 18 नम्बर, 1971 के अतारांकित प्रश्न संख्या 708 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि भविष्य निधि के भुगतान न किये जाने तथा भारतीय दंड संहिता की धारा 406/409 के अन्तर्गत दर्ज किये गये मामलों के संबंध में क्या कार्यवाही की गई है और इसके क्या परिणाम निकले हैं ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : एक विवरण, जिसमें भविष्य निधि प्राधिकारियों द्वारा भेजी गई सूचना दी गई है, सभा पटल पर रखा जाता है। [ग्रन्थालय में रखा गया। देखिए संख्या एल० टी०—2072/72]

Production of Steel in Public Sector Plants

6579. SHRI P. M. MEHTA :
SHRI SHRIKRISHAN MODI :

Will the Minister of STEEL AND MINES be pleased to state :

(a) the total steel production in the three Public Sector Plants in the current year *vis-a-vis* last year;

(b) whether there has been any increase in steel production during the respective years; and

(c) if so, the main particulars thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) The total steel production in the three Public Sector Steel Plants in terms of steel ingot and saleable steel during the years 1970-71 and 1971-72 was as under :

(In '000 tonnes)

	1970-71	1971-72
Steel Ingot	3612	3476
Saleable Steel	2645	2598

(b) No, Sir.

(c) Does not arise.

Public Sector Undertakings under Ministry of Steel and Mines

6580. SHRI KRISHNA CHANDRA PANDEY : Will the Minister of STEEL AND MINES be pleased to state :

(a) the names of public sector undertakings under his Ministry;

(b) the dates on which they were started and their initial capital investment;

(c) the amount of loss/profit in each undertaking during 1969-70, 1970-71 and 1971-72; and

(d) the measures Government have taken to avoid further losses ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) to (d). The information is being collected and will be laid on the Table of the House.

सामान की खरीद के बारे में विज्ञापन

6581. **श्री विभूति मिश्र** : क्या पूर्ति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार की ओर से जिन चीजों की खरीद होती है उन चीजों की सप्लाई के लिए विभिन्न जिलों में उनकी सूचना विज्ञापन के जरिये प्रकाशित नहीं की जाती है; और

(ख) यदि हाँ, तो इस मामले में सरकार द्वारा क्या कार्रवाई की जा रही है ?

पूर्ति मंत्री (श्री डी० आर० चव्हाण) : (क) और (ख). पूर्ति और निपटान महानिदेशालय के माध्यम से विविध प्रकार का जो भी माल खरीदा जाता है, उसके लिए टेंडर-पूछताछ भारतीय व्यापार पत्रिका में प्रकाशित की जाती है, जोकि एक अखिल भारतीय साप्ताहिक पत्रिका है और वाणिज्य, आसूचना तथा सांख्यिकीय महा निदेशक, कलकत्ता द्वारा निकाली जाती है। यह पत्रिका देश के व्यापार और उद्योग के विभिन्न वर्गों में बहुत प्रचलित है। कुछ मामलों में, हालांकि ये बहुत कम है, जहाँ प्रचार की अधिक जरूरत समझी जाती है, वहाँ टेंडर-सूचनाएँ, विज्ञापन तथा दृश्य-प्रचार महानिदेशालय के माध्यम से समाचार-पत्रों में भी प्रकाशित की जाती है। इसके अतिरिक्त, टेंडर सेटों की प्रतियाँ राष्ट्रीय लघु उद्योग निगम तथा राज्यों के उद्योग-निदेशकों को भी विभिन्न जिला-नगरों आदि में स्थित संबंधित लघु-उद्योग यूनिटों को बाँटने के लिए भेजी जाती है।

चम्पारन जिले में बंगला देश के शरणार्थियों द्वारा भूमि का बेचा जाना

6582. **श्री विभूति मिश्र** : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बंगला देश की स्वतंत्रता से

पूर्व जो शरणार्थी वहाँ से आये थे उनको बिहार के चम्पारन जिले में भूमि दी गई थी;

(ख) क्या उन्हें यह भूमि बेचने का कोई अधिकार नहीं है; और

(ग) यदि हाँ, तो क्या सरकार का विचार उनको यह भूमि बेचने का अधिकार देने का है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) जी, हाँ ।

(ख) और (ग). प्रवासी एलाटियों को विभिन्न प्रयोजनों के लिए ऋण के रूप में सहायता दी गई है । प्रवासी एलाटियों को भूमि बेचने के अधिकार का प्रश्न केवल उस समय उत्पन्न होगा जबकि वे दिए गए ऋणों का ब्याज सहित भुगतान कर देंगे ।

Employees in Department of Supply

6583. SHRI AMBESH : Will the Minister of SUPPLY be pleased to state :

(a) the number of Class I, II, III and IV employees in his Department;

(b) the number of Scheduled Caste and Scheduled Tribe employees out of the above and

(c) the posts exempted for direct recruitment under UPSC (Exemption Consultation) Regulation 1958 ?

THE MINISTER OF SUPPLY (SHRI D. R. CHAVAN) : (a) The information as on 1.5.1972 is as follows :

Class I	...	13
Class II	...	76
Class III	...	62
Class IV	...	46
Total :		197

		S. Caste	S. Tribe
(b) Class I	...	1	—
Class II	...	2	—
Class III	...	7	1
Class IV	...	9	3
Total :		19	4

(c) All posts on the personnel staff of the Minister, Class III and IV posts in this Department except posts of L.D.Cs., U.D.Cs. and Stenographers Grade III which are filled by candidates recruited by the Department of Personnel are exempted from direct recruitment under UPSC (Exemption from Consultation) Regulation, 1958.

बोकारो इस्पात संयंत्र में आपरेशन कार्य के लिए भर्ती

6584. **श्री रामावतार शास्त्री** . क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बोकारो इस्पात कारखाने में आपरेशन कार्य के लिये भिलाई और दुर्गापुर इस्पात संयंत्रों से कर्मचारियों को भर्ती किया जा रहा है;

(ख) यदि हाँ, तो इसके क्या कारण है;

(ग) क्या इससे बोकारो इस्पात संयंत्र में कंसट्रक्शन कार्य पर लगे कर्मचारियों में व्यापक क्षोभ व्याप्त है; और

(घ) यदि हाँ, तो सरकार का उनके क्षोभ के कारणों को दूर करने के लिये कौन सी कार्यवाही करने का विचार है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज़ खाँ) : (क) और (ख) . बोकारो इस्पात कारखाने में परिचालन तथा संधारण कार्यों के लिए सर्वप्रथम निर्माण विभाग के अनुभवी कर्मचारियों को रखा जा रहा है । हिन्दुस्तान स्टील लि० के कारखानों के कर्मचारी

तभी रखे जाएंगे जब बोकारो स्टील लि० को अपने कर्मचारियों में उपयुक्त तथा अनुभवी कर्मचारी नही मिलेंगे ।

(ग) जी, नही ।

(घ) प्रश्न नहीं उठता ।

Decisions by C. B. T. regarding Services of E. P. F. O. Employees

6585. SHRI RAMAVATAR SHASTRI : Will the Minister of LABOUR AND RAHABILITATION be pleased to state :

(a) whether the Central Board of Trustees, Employees Provident Fund takes certain decisions regarding the services of the employees of the Employees' Provident Fund Organisation;

(b) whether such decisions are again examined by the Government and the Government is empowered to out-right reject such decisions even without consulting the C. B. T ; and

(c) if so, the use of spending a huge amount for holding such meetings so frequently ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The provident Fund Authorities have reported as under :—

(a) Yes. Under the provisions of Section 5D(7) of the Employees' Provident Funds and Family Pension Fund Act, 1952 the conditions of services of the Officers and employees of the Central Board shall be such as may be specified by the Central Board with the approval of the Central Government.

(b) the grant of approval of the Central Government is decided having regard to all the relevant considerations governing each issue referred to them.

(c) The question does not arise since the procedure is in accordance with the provisions of the Act.

Decisions of Central Board of Trustees of E. P. F O.

6586. SHRI RAMAVATAR SHASTRI : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the decisions of the Central Board of Trustees' of Employees Provident Fund Organisation are again examined by the Government; and

(b) if so, the number of decisions taken by the Central Board of Trustees during last three years and the number of such decisions which, were approved by Government along with the number of such decisions which could not find favour of Government approval and the reasons thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) (a) Yes, in such cases where section/approval of the Government is required under the provisions of Employees' Provident Funds and Family Pension Fund Act, 1952 and the Schemes framed thereunder.

(b) Of the 52 recommendations made by the Central Board of Trustees during the last three years, Government have already accepted 35 and 11 recommendations are under consideration. 2 recommendations have been partly accepted. Details of 4 recommendations, which Government could not accept, are given in the statement laid on the Table of the House. [*Placed in Library. See* No. LT – 2073/72].

Committee for *Shram Vir* National Award and National Safety Award, 1971

6587. SHRI PAMPAN GOWDA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Government have set up a Committee for adjudging applications for the

Shram Vir National Award and the National Safety Award for 1971; and

(b) if so, the salient features thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) Yes.

(b) The two Awards Committees were set up with the Directorate General, Factory Advice Service and Labour Institutes, Bombay as Convener and 14 other members representing the Government, employers and employees organisations, Port Authorities, Stevedors Associations and technical experts. The Awards Committee were to adjudge the applications received for awards under the *Shram Vir* National Awards Scheme and the National Safety Awards Schemes for the year 1971.

India's Diplomatic Relations

6588. SHRI VAYALAR RAVI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the names of countries with which India has no Ambassador-level diplomatic relations;

(b) the reasons for not raising the level of relationship with these countries; and

(c) the time by which full scale diplomatic relationship is expected with each of them ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) India has no Ambassador level diplomatic relations with the under-mentioned countries :

Pakistan, South Africa, Portugal, Israel, Dominican Republic, Guatemala, Haiti, Honduras, El Salvador, Chad, Niger, Equatorial Guinea, Central African Republic, San Marino, Democratic Peoples' Republic of Korea, Republic of Korea, Republic of Vietnam, German Democratic Republic, Andorra, Liechtenstein and Monaco.

(b) The reasons for not having any relations or for not raising to Ambassador level the existing relations are either over-all national policy or administrative and economy considerations. With some of these countries we are having relations at the level of Consul General.

(c) The question of establishing full-scale diplomatic relationship with each of them is under constant review and this would be done when over-all national policy so demands and administrative and economy considerations so permit.

Chairman of E. P. F. O. and Central Provident Fund Commissioner

6589. SHRI K. M. MADHUKER : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the Employees Provident Fund Organisation is a huge Organisation looking after lakhs of subscribers; and

(b) whether the Labour Secretary is the part-time Chairman of this Organisation and the Central Provident Fund Commissioner is always brought on deputation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) Yes.

(b) The Secretary of the Department of Labour and Employment is the Chairman of the Central Board of Trustees which administers the Employees' Provident Fund. In accordance with the Recruitment Rules approved by the Union Public Service Commission, the post of Central Provident Fund Commissioner is filled by transfer of an officer on deputation.

Projects Run by Tibetan Industrial Rehabilitation Society, Himachal Pradesh

6590. PROF. NARAIN CHAND PARASHAR : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number and names of projects run by the Tibetan Industrial Rehabilitation Society in Himachal Pradesh; and

(b) the amount of financial aid given by the Central Government to these projects ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) The Tibetan Industrial Rehabilitation Society set up the following seven projects in Himachal Pradesh

(i) Chauntra Tea Estate at Bir and Chauntra,

(ii) Hydrated Lime Industry at Sataun,

(iii) Taopan Gapa Minerals Industry at Kumarao,

(iv) Tibetan Craft Community Tashijong, at Paprola

(v) Sakya Land Settlement at Puruwala,

(vi) Bir Tibetan Woollen Mill at Bir, and

(vii) Tibetan Poly Fibre Industry at Paonta The last two have since been closed

(b) The Central Government have not given any grant or financial assistance for these projects, except against certain aid received from the United Nations High Commissioner for Refugees In 1970, the United Nations High Commissioner for Refugees gave an aid of Rs 2,30,000/- to the Tibetan Industrial Rehabilitation Society through the Government of India for providing working capital to all the mentioned projects except the Tibetan Craft Community Tashijong, Paprola The Tibetan Industrial Rehabilitation Society has also received other aid direct from the United Nations High Commissioner for Refugees and foreign and international voluntary agencies The United Nations High Commissioner for Refugees has given an aid of Rs 1,45,580/- recently for converting part of the Chauntra Tea Estate into an agricultural settlement The details of the scheme and the procedure for passing on the aid to the Society are being worked out

खेतडी तांबा परियोजना के कर्मचारियो द्वारा हड़तालें

6591 **श्री शिवनाथ सिंह** क्या **श्रम और पुनर्वास** मन्त्री यह बताने की कृपा करेंगे कि

(क) खेतडी ताबा परियोजना मे मार्च, 1972 को समाप्त होने वाले गत तीन वर्षो मे कितनी बार मजदूरो अथवा कर्मचारियो की हडतालें हुई तथा कितने कितने समय के लिए चली और स्थिति को सुधारने के लिए सरकार द्वारा क्या उपाय किए जा रहे है, और

(ख) इस परियोजना के कर्मचारियो से सम्बन्धित कितने मामले श्रम आयुक्त, श्रम निरीक्षक, न्यायाधिकरण तथा अन्य इसी प्रकार की अदालतो मे निपटारे हेतु चल रहे है ?

श्रम और पुनर्वास मन्त्री (श्री आर० के० खाडिलकर) (क) विवरण सदन की मेज पर रखा जाता है ।

(ख) अधिकरण के पास तीन मामले लंबित है जिन मे से दो खेतडी ताँबा परियोजना के ठेकेदारो—वेस्टन बंगाल कोल फील्डस लि० से सबन्धित है । इस प्रकार के अन्य न्यायालयो मे कोई मामला लंबित नही है ।

केन्द्रीय औद्योगिक सम्पर्क तंत्र ने सरकार के पास 6 समझौतो की असफलता की रिपोर्ट भी प्रस्तुत की है ये विचाराधीन है ।

विवरण

खेतड़ी तांबा परियोजना मे हड़तालें

क्रमांक	हड़ताल की अवधि	की गई कार्यवाही
1.	11 दिन—23–10–70 से 5–11–1970 तक	राजस्थान के मुख्यमंत्री की मध्यस्तथा से मामले का निपटारा हुआ था ।
2	14–7–71 को 1/2 दिन	श्रमिको ने बिना शर्त के कार्य पुनरारभ कर दिया ।
3.	16–7–71 से 22–7–71 तक	श्रमिको ने हड़ताल वापस ले ली ।
4.	7–9–71 से सितम्बर, 1971 के चौथे सप्ताह मे वापस ले ली गई थी ।	वेस्टर्न बंगाल कोल फील्डस लि०, खेतड़ी तांबा परियोजना के श्रमिको ने हड़ताल की वास्तविक अवधि और हड़ताल की अवधि के लिए मजूरी के प्रश्न पर एक विवाद उठाया था । विवाद, औद्योगिक अधिकरण, जयपुर को न्यायनिर्णय के लिये भेज दिया गया है ।
5.	24–3–72 की दूसरी पारी से 25-3–72 की दूसरी पारी तक ।	श्रमिको ने हड़ताल वापस ले ली ।

खेतड़ी तांबा परियोजना के निर्माण कार्य को ठेके पर देना

6592 **श्री शिवनाथ सिंह :** क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेगे कि

(क) क्या खेतड़ी तांबा परियोजना मे प्रोस्पेक्टिंग शैफ्ट सिंकिंग का काम, सन्यत्र के स्ट्रकचरल डिज़ाइन, निर्माण और निरीक्षण का काम ठेके पर दिया गया है, और

(ख) यदि हाँ, तो ठेकेदार का नाम क्या है और उसे ठेका देने के क्या कारण है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज़ खाँ). (क). पूर्वेक्षण और कूपक डुबाव से सबंधित कार्य का एक भाग संविदा पर दिया गया है । सरचनात्मक डिजायन और निर्माण कार्य अधिकाशन सविदाकारो के माध्यम मे किया जा रहा है और कुछेक सयत्रों के सनिर्माण का पर्यवेक्षण भी सविदाकारो के माध्यम से किया जा रहा है ।

(ख) (i) पूर्वेक्षण, कूपक डुबाव सरचनात्मक डिजायन निर्माण और पर्यवेक्षण कार्यों पर विनियोजित प्रमुख संविदाकारो के नाम नीचे दिए गए है

1– मैसर्म भारतीय भूवैज्ञानिक सर्वेक्षण
2—मैसर्स थापर इन्ट्राफार
3—मैसर्स बाडकर इजिनियरिंग क० लि०
4—मैसर्स राष्ट्रीय प्रायोजना संनिर्माण निगम लिमिटेड
5—मैसर्स हे डरिटसन एण्ड कं०
6—मैसर्स इंजीनियरिंग परामर्शदाता (प्रा०) लिमिटेड
7—मैसर्स पावर गैस लिमिटेड
8—मैसर्स देवी आशमोरे एण्ड क०
9—मैसर्म ट्रिवेनी स्ट्रक्चर्ल्स लिमिटेड

10–मैसर्स फैक्ट इंजिनियरिंग एण्ड डिजाइन आर्गेनिजेशन
11–मैसर्स खालसा इंजिनियरिंग क०
12–मैसर्स रिचर्डसन एण्ड कुड्डास
13–मैसर्स कुम्भार्नी
14–मैसर्स जनरल इलैक्ट्रिक क०

(ii) **कार्य के संविदा पर दिए जाने के कारण**—खानों और सयत्रों के लिए विभिन्न संनिर्माण कार्य-कलाप विशिष्ट काय के है और इन कार्यों का संविदा पर समुनदर्शित करना साधारण पद्धति है। खेतड़ी ताम्र प्रायोजना मे भी इसी पद्धति का अनुपालन किया जा रहा है विशेषकर उन कार्यों के लिए जो स्थायी प्रकृति के नहीं है ताकि संनिर्माण अवस्था म अस्थायी रूप से की जाने वाली उस अतिरिक्त भर्ती का रोका जा सके जिसे उत्पादन अवस्था के दौरान जारी नहीं रखा जा सकता। तथापि, कम्पनी के वर्तमान संसाधनों के अन्तर्गत जब कभी सभव हो, भूपक्रम आवास, व्यवहन, संनिर्माण का पर्यवेक्षण आदि कार्यों का विभागीय रूप से भी किया जाता है।

मध्य प्रदेश मे खानों की खुदाई के लिए लाइसेंस जारी किया जाना

6593 **श्री अरविन्द नेताम** क्या **इस्पात और खान** मत्री यह बताने की कृपा करेंगे कि

(क) गत तीन वर्षों म मध्य प्रदेश के बस्तर जिले मे खनिजो को निकालने हेतु कितनी गैर-सरकारी फर्मों को खानो की खुदाई के लिये लाइसेंस और खनन-पट्टे दिये गये, और

(ख) ऐसे लाइसेंस देने संबंधी शर्तें क्या है ?

इस्पात और खान मत्रालय मे राज्य मत्री (श्री शाहनवाज खाँ) (क) और (ख) जानकारी एकत्रित की जा रही है और सभा पटल पर रख दी जाएगी।

Use of land vacated by Resettled Displaced Persons in Dandakaranya and Recovery of Loans and Properties from them

6594 SHRI ARVIND NETAM Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether families of resettled displaced persons have deserted Dandakaranya Project, if so the number of families and whether the house and land vacated by the displaced persons families in Dandakaranya are being given to the local tribal families

(b) if not the reasons therefor and

(c) whether the families deserted have returned the properties of the Project and loans outstanding against them and if not the manner in which the loans and properties will be recovered ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) and (b) According to the information received from the Dandakaranya Project Administration 3215 families had left the rehabilitation sites and villages during the period 16 12 1971 to 6 5-1972 The vacant lands and houses are being utilized for the rehabilitation of other erstwhile East Pakistan families awaiting rehabilitation

(c) Some families have returned some items such as bullocks None have repaid outstanding loans There is no means of recovering properties and outstanding loans except to the extent that the land and houses and bullocks if any are utilised for the resettlement of other displaced families

Integrated Development and Tribal Development by Dandakaranya Development Authority

6595 SHRI ARVIND NETAM Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the Dandakaranya Development Authority was set up with dual purpose of refugees resettlement and integrated development of the area with special reference to tribal developn ent,

(b) if so, whether after the resettlement work having been over, the Dandakaranya Development Authority has started the integrated development, and

(c) if not, whether Government contemplate to ask the Dandakaranya Development Authority to start the work, if so, from which date and the estimated cost ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) . (a) Yes, Sir.

(b) and (c) The programme of resettlement of displaced persons from erstwhile East Pakistan and the integrated development of the area with particular regard to the pomotion of the interests of the area's tribal population have been undertaken by the Dandakaranya Development Authority side by side. The resettlement work continuing

Execution work of Potteru Scheme

6596 SHRI ARVIND NETAM Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the execution work of Potteru Scheme will be taken up by the Orissa Government instead of the Dandakaranya Development Authority,

(b) the justification in the work being taken up by the State Government of Orissa when workers likely to be surplus in Dandakaranya Development Authority could be absorbed against Potteru work, if taken up by the Dandakaranya Development Authority; and

(c) whether Government are considering to speed up Potteru execution work to avert reduction of staff, if not, the reason for the delay ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) The Government of Orissa has offered to release 40,000 acres of Land in the command of the Potteru Irrigation Scheme for the resettlement of displaced persons, provided the Central Government agrees to finance the said scheme The estimated cost of the scheme, at present, is Rs. 14·35 crores. The scheme is under examination The question regarding the agency for the execution of the scheme will arise only after a decision about financing the scheme has been taken

(b) and (c) Do not arise.

Surplus Staff in Dandakaranya Development Project

6579 SHRI ARVIND NETAM · Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the work for integrated development of the area and local tribals will be taken up by the Dandakaranya project how long the project will continue and whether there will be any reduction of the staff, and

(b) whether Government of India have prepared schemes to absorb the staff likely to be surplus, if so, the salient fealures of the schemes ?

THE MINISTR OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) and (b) The programme of resettlement of displaced persons from erstwhile East Pakistan and the integrated development of the area as well as the settlement of local tribals are being undertaken side by side It is difficult to state how long project will continue

There is a general scheme of the Government of India for absorbing staff rendered surplus on the basis of the recommendations of the Work Study by the Staff Inspection Unit of the Ministry of Finance, in other central Government offices through the Surplus Cell of the Department of Personnel This scheme applies to the Dandakaranya Project, also.

Participation of India in International Conferences, Congresses and Seminars

6598. SHRI ANNASAHEB GOTKHINDE : Will the Minister of EXTERNAI AFFAIRS be pleased to state :

(a) the number of the officials and non-

officials who were sent as delegates to International Conferences, Congresses and Seminars held abroad in which India participated in 1971-72; and

(b) the expenditure incurred thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) (a) and (b) India participated in 472 International Conferences, Congresses, Seminars etc held abroad during 1971-72 The information regarding the exact number of officials and non-officials who participated in these International Conferences, Congresses, Seminars etc and the expenditure incurred thereon will have to be collected from all Ministries/ Departments of the Government of India and our Missions abroad and will be placed on the Table of the House as soon as it has been compiled.

Gypsum Deposits in Jammu and Kashmir

6599 SHRI M KATHAMUTHU Will the Minister of STEEL AND MINES be pleased to state :

(a) whether gypsum deposits have been found in several places in Jammu and Kashmir,

(b) if so, the estimated potential of the gypsum deposits in the state, and

(c) whether any steps are being taken for the commercial exploitation of these deposits ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) As a result of investigations carried out by the Geological Survey of India, gypsum deposits have been located in two major belts in Jammu and Kashmir, viz., Ramban-Batoli-Assar belt in Doda district, Jammu and Ijaia, Islamabad, Dhanni Saiyadan belt in Kashmir. Gypsum is also found in Puga valley, in Ladakh

(b) The estimated potential of gypsum reserves are of the order of 21·59 million tonnes upto 30·48 meters depth extension in Jammu Province and 57 52 million tonnes upto 30 48 meters depth extension in Kashmir Province Gypsum reserves of Ladakh have not so far been assessed

(c) The Gypsum deposits in Kashmir region are presently being used by Wuyan Cement factory in Srinagar The State Government are also having a proposal to mine gypsum from Jammu area for manufacturing sulphuric acid and to supply 1 000 tonnes of gypsum to Department of Agriculture, Jammu & Kashmir to reduce alkalinity of the soil, and to small scale units manufacturing crayons, plaster of Paris etc.

अस्पताल के निर्माण मे धाधली

6600 **श्री मूलचन्द डागा** क्या **श्रम और पुनर्वास** मत्री यह बताने की कृपा करेंगे कि दैनिक अग्रेजी 'हिन्दुस्तान टाइम्स" दिनाक 23 अप्रैल, 1972 के पृष्ट 10 पर "हस्पताल के निर्माण मे धाधली' शीर्षक से छपे समाचार पर सरकार की क्या प्रतिक्रिया है और क्या सरकार इसकी जाच करायेगी और दोषी व्यक्तियो को दण्डित करेगी ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : कर्मचारी राज्य बीमा निगम प्राधिकारियो ने सूचित किया है कि अस्पताल का निर्माण राज्य सरकार को सौंपा गया था, जिनसे मामले मे एक पूर्ण रिपोर्ट प्रतीक्षित है ।

भारतीय कर्मचारी सघ के अध्यक्ष द्वारा बोनस के बारे में सुझाव

6601 **श्री मूलचन्द डागा**
श्री बी० के० दासचौधरी

क्या **श्रम और पुनर्वास** मत्री यह बताने की कृपा करेंगे कि 23 अप्रैल, 1972 के समाचार-पत्र "दि हिन्दुस्तान टाइम्स" मे प्रकाशित वर्तमान बोनस व्यवस्था के बारे मे भारतीय कर्मचारी सघ के अध्यक्ष श्री नवल एच० टाटा के वक्तव्य पर श्रम विभाग की क्या प्रतिक्रिया है ?

श्रम और पुनर्वास मन्त्री (श्री आर० के० खाडिलकर) बोनस भुगतान अधिनियम, 1965 के परिचालन की पुनरीक्षा करने के लिए सरकार ने हाल ही मे एक समिति गठित की है और वह इस समिति की रिपोर्ट की प्रतीक्षा करना पसद करेगी।

लंदन और वाशिंगटन स्थित भारतीय रेजीडेंट मिशनो पर व्यय

6602. **श्री मूलचन्द डागा** क्या **विदेश** मन्त्री यह बताने की कृपा करेंगे कि लन्दन और वाशिंगटन स्थित भारतीय रेजिडेंट मिशनो पर 1951 म कुल कितना व्यय किया गया था तथा यह व्यय अब कितना प्रतिशत बढ गया है ?

विदेश मन्त्रालय में उप-मंत्री (श्री सुरेन्द्र पाल सिंह)

	व्यय 1951-52 मे लाख रुपयो मे	आज वृद्धि का प्रतिशत
लदन	115 94	143
वाशिगटन	51 94	245

Seminar on Industrial Relations in Cooperative Sector

6603 SHRI D K PANDA :
SHRI RAIDEO SINGH

Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether a Seminar on Industrial Relations in Co operative Sector was recently held at Poona,

(b) whether stress was laid therein on the need for increased ownership of firms by employees for establishment of harmonious industrial relations, if so, the specific measures contemplated by Government to ensure greater participation in ownership of firms by employees, and

(c) the other observations and suggestions made in the seminar and Government's reaction thereto ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K. KHADILKAR) (a) to (c) A Seminar was organised by the Vaikunth Mehta National Institute of Cooperative Management The conclusions of the Seminar have not been received. Government have already under consideration certain steps for workers' participation in managements and ownership of undertakings The observations and suggestions made in the Seminar would be taken note of at the appropriate time

Setting up of more Steel Plants

6604 SHRI S N MISRA
SHRI K MALLANNA

Will the Minister of STEEL AND MINES be pleased to state

(a) whether Government contemplate to set up more Steel Plants in the country,

(b) if so, their location and the time by which these are expected to be set up,

(c) whether there is any negotiation or collaboration for setting up such further steel plants, and

(d) if so, with whom ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) (a) and (b) Preparatory work on the Fifth Plan programme for steel development has been taken in hand A Working Group has been constituted to examine the question of expansion of the capacity of existing integrated steel plants as also suitable sites, on techno-economic considerations, for new steel plants These studies are expected to be completed by the end of this year.

(c) No, Sir Not at this stage

(d) Does not arise.

Political Pensioners

6605 SHRI S N MISRA Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of Political Pensioners

on the list today who are foreign refugees and descendants of those who rendered services abroad;

(b) the amount spent on them annually;

(c) how many have been added in the said list in 1970-71 and 1971-72; and

(d) what amount shall be payable to them ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) The number of such Political Pensioners is 17.

(b) Rs. 53,307·36

(c) and (d). Nil.

Indian Pilgrims to Tibet

6606 SHRI S. N MISRA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether there have been any pilgrims from India to Tibet in the last 2 years,

(b) if so, whether they experienced any difficulties; and

(c) if so, the nature thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) No. Su.

(b) and (c). Do not arise.

Progress on Unemployment Insurance Scheme

6607. SHRI S. N. MISRA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) what progress has been made for the Unemployment Insurance Scheme; and

(b) whether it is possible to give an approximate time when legislation of this Unemployment Insurance will be taken up ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) . (a) and (b) The National Commission on Labour has recommended *inter-alia* enhancement of the rate of Provident Fund contribution from 8 per cent to 10 per cent of pay and suggested that the additional contribution may by used, with marginal adjustment, to finance new benefits including Unemployment Insurance. The question of introducing a Scheme of Unemployment Insurance will be considered after a decision is taken on the recommendation of the National Commission on Labour

मध्य प्रदेश मे निकल के कारखाने की स्थापना

6608. **श्री गंगा चरण दीक्षित** : क्या **इस्पात और खान** मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या सरकार का विचार मध्य प्रदेश मे 'निकल' का कारखाना स्थापित करने का है,

(ख) यदि हाँ, तो उस पर कितना व्यय होगा, और

(ग) क्या इसके लिए कोई विदेशी सहयोग प्राप्त किया जायेगा ?

इस्पात और खान मंत्रालय मे राज्य मंत्री (श्री शाहनवाज खाँ) : (क) जी, नहीं ।

(ख) और (ग). प्रश्न नही उठते हैं ।

Implementation of Recommendation of Second Sugar Wage Board in Madhya Pradesh

6609. SHRI G C DIXIT : Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether the trade unions of the Sugar Mills in Madhya Pradesh have complained to Government that they have not been given the benefit of the recommendations made by the Second Sugar Wage Board, and

(b) if so, the action taken by Government in this regard ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) and (b). The recommendations of the Wage Board are not enforceable statutorily and implementation is being secured by the State Government through persuasion and advice. According to the available information, 2 out of 5 mills have implemented the Wage Board's recommendations fully and 2 other mills have done so partially. Any complaints in this regard are to be brought to the notice of the State Government.

Graphite and Uranium Deposits in Madhya Pradesh

6610. SHRI G C. DIXIT : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether any Geological Survey has been conducted in Madhya Pradesh to find out the graphite and uranium deposits;

(b) if so, the main features thereof; and

(c) the steps Government propose to take in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b) As a result of investigations carried out by the Geological Survey of India, graphite deposits have been located near Gidhar and Chamoa area in Sidhi district and near Tikori, Gouthana, Chikhai, Jaruwani and Golighat in Betul district of Madhya Pradesh. These are, however, of no economic significance. Investigations for graphite conducted by the State Government of Madhya Pradesh have revealed small and uneconomic occurrences in Surguja District. Small indications of radio-activity due to uranium in certain rocks in Betul, Durg, Raigarh and Surguja districts have also come to light which are currently under detailed investigation by Department of Atomic Energy Some shows of uranium were also located in a number of localities *viz*, Baghnadi and Jangalpur (Durg district), but the detailed investigations showed that the occurrences were minor and of no economic significance.

(c) Does not arise at present.

मध्य प्रदेश की रोलिंग मिल, फौन्डरी और मोल्डिंग की ओर भविष्य निधि की बकाया राशि

6611. **डा० लक्ष्मीनारायण पांडेय** : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश स्थित इन्दौर की प्रत्येक स्टील रोलिंग मिल, फौंडरी और मोल्डिंग यूनिट की ओर भविष्य निधि की बकाया राशि मार्च, 1972 तक कितनी थी; और

(ख) सरकार द्वारा ऐसे क्या कदम उठाए गए है जिनके अनुसार उन्हे उक्त राशि जमा करनी पड़ेगी ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) और (ख) भविष्य निधि प्राधिकारियों ने यह सूचित किया है कि सूचना एकत्र की जा रही है। यह यथा समय सभा की मेज पर रख दी जायेगी।

इंदौर स्थित स्टील रोलिंग मिल्स, फाउण्ड्री तथा मोल्डिंग यूनिट्स को आयात संबंधी लाइसेंस देना

6612. **डा० लक्ष्मीनारायण पांडेय** : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश के इन्दौर नगर में स्थित किन-किन स्टील रोलिंग मिल्स, फाउण्ड्रीज और मोल्डिंग यूनिट्स को गत तीन वर्षों में आयात सबंधी कितने लाइसेंस दिये गये; और

(ख) उनके द्वारा आयात किये गये कच्चे माल का मूल्य क्या है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख). जानकारी प्राप्त की जा रही है और सभा पटल पर रख दी जायेगी।

Labour Problem in J. J. Cotton Mills Limited, Gwalior

6613. SHRI JAGANNATH MISHRA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Government are aware of the fact that the J J. Cotton Mills Limited, Gwalior and its sister concerns are facing chronic labour problem; and

(b) if so, the steps proposed to be taken by Government to solve the problem ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K KHADILKAR) : (a) and (b) The matter falls in the State sphere.

राजस्थान में खानें

6614. **श्री लालजी भाई :** क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि .

(क) राजस्थान मे कितनी खानें है और वहां पर मिलने वाले खनिजों के नाम क्या है और जिला-वार वे कहां-कहां पर स्थित है; और

(ख) उसमें सरकारी तथा गैर-सरकारी खानों की संख्या कितनी-कितनी है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : जानकारी एकत्रित की जा रही है और सभा पटल पर रखी जायेगी ।

Recommendations of National Labour Commission

6615. SHRI NIHAR LASKAR : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Government have taken decisions in respect of 193 of the 300 recommendations of the National Labour Commission;

(b) the follow-up action on the recommendations of the National Labour Commission; and

(c) the time by which decision on the remaining recommendations will be taken ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) The number of recommendations of the National Commission on Labour, on which decisions have been taken by Government, has since gone upto 204.

(b) Of the 204 recommendations, some have been commended for guidance and others for action by appropriate authorities such as State Governments, employers' and workers' organisations and others.

(c) As the remaining recommendations are at various stages of examination, it is difficult to indicate the exact time by which Government will be in a position to take final decisions on them.

Influx of Refugees from Neighbouring Countries

6616. SHRI B K DASCHOWDHURY . SHRI VEKARIA

Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) the number of refugees from Ceylon, Burma, Tibet and Bangladesh who have been repatriated during the year 1971-72,

(b) the approximate number of refugees to be repatriated during the current year; and

(c) the arrangement made for their rehabilitation ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K KHADILKAR) : (a) There is no question of repatriation from Tibet or Bangla Desh in the sense that Indian nationals or persons of Indian origin are repatriated to India.

The number of persons repatriated during 1971-72 from Burma and Ceylon is as follows :—

Burma	...	8,785
Ceylon	..	29,463

(b) Burma . 8,000 to 10 000 persons
Ceylon . . 35,000 to 40,000 persons

(c) Statements 'A' and 'B' indicating the steps taken for the rehabilitation of repatriates from Burma and Ceylon are laid on the Table of the House [*Placed in Library See* No LT—2074 72]

Setting up of Steel Plant in West Bengal

6617 SHRI B K DASCHOWDHURY Will the Minister of STEEL AND MINES be pleased to state

(a) whether Government have received any representations from persons of different walks of life, organisations and also proposal from the State of West Bengal for setting up a steel plant at Purulia District, West Bengal, and

(b) if so, the reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) (a) No, Sir

(b) Does not arise

Setting up of Mineral Development Corporation by Bihar for Kyanite Mines

6618 SHRI HARI KISHORE SINGH : Will the Minister of STEEL AND MINES be pleased to state

(a) whether the Government of Bihar has established a Mineral Development Corporation of its own,

(b) whether the Government of Bihar has requested the Central Government to allow it to work through the said Mineral Development Corporation, the Kyanite Mines held on lease by the Indian Copper Corporation Limited, and

(c) if so, the reaction of Central Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) (a) and (b) Yes, Sir

(c) The management of the undertaking of M/s Indian Copper Corporation has been taken over recently by the Central Government Before the Central Government is in a position to take any decision about the mode of future operations in these Kyanite Mines, their present working will have to be thoroughly examined The proposal of Government of Bihar would be considered only after the affairs in these kyanite mines are cleared up

सरकारी क्षेत्र के उद्योग प्रतिष्ठानो में हड़ताल

6619 **श्री सुधाकर पांडे** : क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि

(क) सरकारी क्षेत्र के किन-किन उद्योग प्रतिष्ठानों मे गत दो वर्षों मे हडतालें हुई थी और इसके परिणामस्वरूप कितने श्रम घंटो की हानि हुई थी, और

(ख) ये हडतालें किन शर्तों पर समाप्त की गई थी तथा क्या उन शर्तों को इस बीच पूरा कर लिया गया है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) और (ख). उपलब्ध सूचना के अनुसार, 1970 और 1971 के दौरान सरकारी क्षेत्र के उन औद्योगिक कारखानो की सख्या, जिन पर हडतालो का प्रभाव पडा और इन हडतालो से हानि हुए श्रम दिनो की सख्या नीचे दी जाती है :

वर्ष	उन कारखानों की सख्या जिन पर हड़तालों का प्रभाव पड़ा	हानि हुए श्रम दिनो की सख्या
1970	488	18,98,046
1971 (अनन्तिम)	409	14,72,486

497 कारखानो मे से, 204 मामलो मे आपसी समझौते होने से, 229 मामलो मे मध्यस्थता/समझौता कार्यवाही द्वारा और एक मामले मे विवाद न्याय को निर्णय के लिए भेजे जाने से हडताले समाप्त हो गई। 357 मामलो मे यह सूचित किया गया कि श्रमिको ने स्वेच्छा से कार्य पुन प्रारम्भ कर दिया। 105 मामलो मे हडताल समाप्त करने के कारण मामान्यत मालूम नही थे। एक मामले मे यह बताया गया है कि एक हडताल जो 1971 मे शुरू हुई थी, 1971 के अन्त तक चलती रही इन उपक्रमो मे अधिकाश औद्योगिक विवाद अधिनियम के अतर्गत राज्य क्षेत्राधिकार मे हैं।

सोना तथा हीरे का उत्पादन

6620 **श्री सुधाकर पाडे** क्या इस्पात और खान मत्री यह बताने की कृपा करेंगे कि

(क) गत तीन वर्षों मे सोना तथा हीरे का कितना वार्षिक उत्पादन रहा है, और

(ख) क्या इनके उत्पादन मे कोई कमी आई है और यदि हाँ, तो उसके क्या कारण हैं?

इस्पात और खान मत्रालय मे राज्य मंत्री (श्री शाहनवाज खां) : (क)

	स्वर्ण (ग्रामो मे)	हीरक (कैरेटो मे)
1969-70	28,90,923	15,472
1970-71	35,12,231	19 030
1971-72	35,25,687	19,722

(ख) जी, नही।

Artificial Division of Art Silk Industry in Surat to Evade Labour Laws

6621 SHRI PRABHUDAS PATEI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether Labour Unions have demanded that the artificial division created in the Art Silk Industry of Surat with the intention of escaping the existing I abour I aws should be wiped out

(b) whether art silk labourers of Surat represent half of the country s art silk industry and

(c) if so the other suggestions made by them ?

THE MINISTER OF I ABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) to (b) Information is bei g collected A reply will be laid on the Table of the House as early as possible

Survey of Deposits of Copper and Zinc

6622 SHRI K MAILANNA Will the Minister of STLEL AND MINES be pleased to state

(a) whether Government have made any Geological Survey to locate copper and Zinc deposits in the country during the last three years

(b) if so the places which have been surveyed and

(c) the total amount spent for this purpose and the result thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) (a) to (c) A statement is laid on the Table of the House

Statement

(a) to (c) *Location (Statewise where geological survey was conducted by Geological Survey of India to locate copper and zinc deposit during the last three years*

Andhra Pradesh

Garimampenta in Nellore district
Mailaram Block I and II in Khammam district
Gamkalva in Kurnool district
Agnigundala belt in Guntur district
Gajjalakonda and Ramasundaram in Ongole district
Zangamrajupalle in Cuddapah district

Bihar

Turamdih, Bayonbil, Tamapahar and Bandhuran in Singhbhum district.

Madhya Pradesh

Malanjkhand in Balaghat district.
Imalia, Bhula, Mawalia in Jabalpur district.
Mundatikra in Bastar district.

Maharashtra

Pular, Parsori in Nagpur district.

Meghalaya

Umpyrtha

Mysore

Ingaldhalu, Kunchiganahalu in Chitradurga district.
Kalyadi in Hassan district.
Kalsapura in Chikmagalur district.

Orissa

Kesarpur in Mayurbhanj district.

Gujarat

Ambamata in Banaskantha district.

Rajasthan

Deri in Sirohi district.
Zawar mines in Udaipur district.
Dariba, Rajpura in Udaipur district.
Khetri copper belt in Jhunjhunu district.
Bhagoni in Alwar district.
Sawar in Ajmer district.
Salumbar—Banswara in Udaipur district.
Pur-Banera in Udaipur district.

Uttar Pradesh

Askot and Dhanpur Pokhri in Pithoragarh district.

West Bengal

Tamakhaal.

The important results of these surveys include discovery of 17 million tonnes of copper ore in Malanjkhand, proving of 10 million tonnes of copper ore in Turamdih, estimation of one million tonnes copper ore at Mailaram, 0·4 million tonnes of copper ore at Pular Parsori, 0·156 million tonnes of copper ore in Kunchiganahallu and proving of additional tonnage in Khetri copper belt and Dariba Rajpura lead-zinc belt. New fields were also brought to light at Lifripara and Dumabahal in Orissa and Kaiga in Mysore.

The expenditure on the investigations was met from the budget of the Geological Survey of India. No separate mineral-wise budgetting was done.

Economy in Purchases Made during 1971-72

6624. SHRI RAJDEO SINGH : Will the Minister of SUPPLY be pleased to state :

(a) whether Department of Supply claims to have achieved through purchase strategy, a reduction of about Rs. 5 crores in 1971-72; and

(b) if so, whether this purchase strategy has been a new invention or with a little alertness this could have been achieved earlier also ?

THE MINISTER OF SUPPLY (SHRI D. R. CHAVAN) : (a) Yes.

(b) Purchases are generally made in accordance with the prescribed procedure of inviting tenders based on the guiding principle of buying at the lowest rates from technically acceptable and dependable sources. However, in certain cases where there is evidence of ring formation by the tenderers or lack of competition or the prices quoted are excessive, negotiations are conducted with the firms to secure fair and reasonable prices. Holding of negotiations is not a new strategy but has been adopted in the past also as and when the situation demanded and considerable savings were effected. However the year 1971-72 saw very unstable market conditions in the country; and with concerted efforts, substantial savings were effected as a result of negotiations held with the suppliers

India's Participation in Second Asian Buddhist Conference in Ceylon

6625. SHRI M. S. SIVASAMY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India participated in the Second Asian Buddhist Conference at Peradeniya in Ceylon for promoting peace;

(b) if so, the discussions held in the conference and decisions arrived at; and

(c) the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a)

Government of India did not participate in the Second Asian Buddhist Conference. However, five Indians took part in the deliberations of the Conference in their individual capacity.

(b) The Conference discussed the subject of peace in Asia, the question of Indo-China and matters relating to Buddhism. The decisions which the Conference arrived at relate, *inter alia*, to launching a united common action for just peace in Asia and for the liberation and prosperity of all nations. The Conference also supported the Japanese Delegation's proposal for "World Religionist Assembly" for peace and justice in Indo-China in Tokyo towards the end of July this year.

(c) Government of India welcome any efforts for the promotion of peace.

Instructors in Industrial Training Institutes in Haryana

6628. SHRI B. S. BHAURA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number of Instructors working in the Industrial Training Institutes in Haryana on the 1st November, 1966 and the number that existed on the 31st March, every year during the last three years;

(b) the expenditure if any, borne by the Central Government in providing training to the instructors of the I. T. Is.; and

(c) the number and names of the instructors who have been retrenched since the creation of State of Haryana to-date with reasons in each case ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) A statement is attached.

(b) On an average, the monthly per capita expenditure for providing training to the instructors of the Industrial Training Institutes, borne entirely by the Central Government is Rs. 290/-.

(c) The names of instructors are shown in the statement laid on the Table of the House. [*Placed in Library. See* No. LT—2075/72] These instructors have been rendered surplus for want of sufficient number of candidates for admission in Industrial Training Institutes in Haryana. The administrative control of the I. T. Is. rests entirely with the State Governments.

Statement

Statement showing the number of Instructors in post in the Industrial Training Institutes located in Haryana since November, 1966 to March, 1972.

Date	Number of Instructors in post.
1st Novembe, 1966	474
31st March, 1970	457
31st March, 1971	462
31st March, 1972	448

Retraining to Instructors to Avoid Retrenchments

6629. SHRI B S. BHAURA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Central Government have issued any instructions to the various States including Haryana through the Director-General of Employment and Training to provide 'retraining' to Instructors in popular trades to avoid retrenchments;

(b) if so, the names of the States which have implemented the instructions of the Director-General of Employment and Training; and

(c) the reasons for which the Haryana Government did not follow the scheme of re-training in popular trades and steps taken by the Central Government to enforce the Directions of Director-General of Employment and Training ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) (a) The Central Government does not issue instructions to the State Governments in this respect. State Governments

have, however, been advised to send Instructors for re-training.

(b) Mysore, Tamil Nadu, Orissa, Punjab, Maharashtra, Delhi Administration, Rajasthan, Madhya Pradesh, West Bengal and Uttar Pradesh have deputed instructors for re-training.

(c) It is for the State Government to decide whether to depute any instructors for re-training or not. The reasons why the Haryana Government did not depute any officers for re-training are not known to the Central Government.

Seats and Admission in Industrial Training Institutes

6630. SHRI B. S. BHAURA : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number of Industrial Training Institutes in each State and Union Terriotory together with the number of seats permissible for the admission of students in these Institutes;

(b) the number of such seats which are technical and non-technical in each State/Union Territory;

(c) the number of students who were actually on the rolls of such Institutes in each State during the last three years, yearwise; and

(d) the reasons for the decrease in the admission of students in technical trades in Industrial Training Institutes and the steps being taken to improve the admission ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) . (a) and (b). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT 2076/72]

(c) A statement is laid on the table of the House : [*Placed in Library. See* No. LT—2076/72]

(d) Does not arise, as the figures show a trend towards increase.

Officers In charge of planning for Industrial Training in Industrial Training Institutes

6631. SHRI B S BHAURA : Will the Minister of LABOUR AND REHABILITATION be pleased to state the names of the officers who are in-charge of planning for Industrial Training in Industrial Training Institutes in each State/Union Territory together with their technical or non-technical qualifications ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K. KHADILKAR) : A list is laid on the table of the House. [*Placed in Library. See* No LT—2077/72] These officers are under the administrative control of the State Governments and as such the information regarding their technical and non-technical qualifications is not available with the Central Government.

Ratio of L D Cs and U D Cs in Regional office of E P F O Bihar

6632. SHRI R. P. YADAV : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the ratio of L. D. Cs. and U. D. Cs. in the Regional office of the Employees Provident fund Organisation in Bihar is not according to the revised scale which the Central Provident Fund Commissioner has prescribed and if so, the ratio prescribed; and

(b) whether the number of U. D. Cs should be more than what is there today and if so, the required strength of U. D. Cs. and the reasons why the C. P. F. C. does not sanction the required strength of U. D. Cs. in the Regional Office in Bihar ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Provident Fund authorities have reported as under:—

(a) and (b). The Central Board of Trustees decided that the ratio of Upper Division Clerks to Lowers Division Clerks may be changed from 1 : 2 to 2 : 1 and that the conversion of the posts of Lower Division Clerks may be made consistent

with the availability of successful candidates in the departmental promotion examination to the grade of Upper Division Clerk. On the basis of the decision of the Central Board of Trustees, 10 posts of Lower Division Clerks in the Regional Office, Bihar, could be converted into those of Upper Division Clerks. This has been done.

Submission of Returns of Family Pension Scheme

6633. SHRI R. P. YADAV : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether exempted units under Section 17 of the E.P.F. Act, 1952, are not required to submit monthly returns in regard to newly introduced family pension scheme and there is a wide range of confusion in this regard as Central Office has also not issued clear-cut instructions, if so, the remedies thereof;

(b) whether Public Sector Undertakings, having been granted exemptions, are not complying properly by not depositing the pension contributions into Account No. X; if so, the details of such public sector undertakings exempted units under Section 17 of the Employees Provident Funds and Family Pension Act, which are not depositing the pension contribution etc; and

(c) the action considered to set things right ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Provident Fund Authorities have reported as under :

(a) No. All factories/establishments granted exemption under Section 17 of the Employees' Provident Funds and Family Pension Fund Act, 1952 are required to submit monthly returns in regard to newly introduced Family Pension Scheme in the prescribed proforma which are were circulated to all Regional Provident Fund Commissioners in July, 1971.

(b) and (c). The information is not readily available. However, the Regional Provident Fund Commissioners have been instructed to ensure compliance of the provisions of the Employees' Provident Funds and Family Pension Fund Act, 1952 and the Family Pension Scheme, 1971 framed thereunder.

इंडियन नेशनल माइन ओवरमैन सरदार एण्ड शाट फायरर्ज एसोसियेशन के सदस्यों को दी गई सुविधायें

6634. **श्री धनशाह प्रधान :** क्या श्रम और पुनर्वास मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आई० टी० यू० अधिनियम के अन्तर्गत रजिस्टर्ड इण्डियन नेशनल माइन ओवरमैन सरदार एण्ड शाट फायरर्ज एसोसिएशन के सदस्यों को अन्य कोयला खानों के समान सुविधायें नहीं दी जाती है और क्या सरकार को इस बारे में कोई अभ्यावेदन दिया गया है, यदि हाँ, तो उस पर सरकार का क्या कार्यवाही करने का विचार है; और

(ख) उनके हितों की रक्षा के संबंध में सरकार का क्या कदम उठाने का विचार है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) और (ख). कुछ माँगों के संबंध में एक ज्ञापन इंडियन नेशनल माइन्स एसोसिएशन से इस मंत्रालय में प्राप्त हुआ था। ओवरमैन, सरदार एण्ड शाट फायरर्ज एसोसिएशन के प्रतिनिधि श्रम मंत्री को भी मिले। इन माँगों के संबंध मे उन्हें स्थिति स्पष्ट कर दी गई थी। प्रतिनिधियों की श्रम मंत्री के साथ जो बातचीत हुई उसको ध्यान में रखते हुए, मामले की और आगे जाँच की जा रही है।

बंगाल तथा बिहार में कोयले के मूल्य

6635. **श्री धनशाह प्रधान :** क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हाल ही मे बंगाल तथा बिहार मे कोयले के मूल्यों में वृद्धि की गई है;

(ख) क्या उक्तराज्यों मे मूल्यो मे यह वृद्धि 2 प्रतिशत मे 3 प्रतिशत के बीच की गई है जबकि मध्य प्रदेश मे कोयले के मूल्य मे केवल 96 नये पैसे की वृद्धि की गई है, और

(ग) क्या इससे मध्य प्रदेश मे मजदूरो के वेतन तथा भत्ते पर प्रतिकूल प्रभाव पडा है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) और (ख). 24-7-67 को कोयले की कीमतो से नियत्रण हटाने के परिणामस्वरूप अब यह पूर्णतया क्रेताओं और विक्रेताओ पर निर्भर करता है कि वह आपस मे कोयले की कीमतो का निर्धारण करें। तथापि, 1972 के दौरान रेलवे को कोयले की आपूर्तियो के सबध म कीमत की निम्नलिखित वृद्धियो को सहमति दी गई है :

I.	**बंगाल-बिहार क्षेत्र**	**रु० प्रति टन**	
	चयित श्रेणी 'क'	2 01 रु०	0 25 रु० प्रति टन की
	चयित श्रेणी 'ख'	1 92 रु०	अतिरिक्त कीमत सदेय है
	श्रेणी I	1 73 रु०	यदि 1972 के अतिम
	श्रेणी II	1 46 रु०	चरण मे कोयला लदान को सतोष-जनक नही पाया जाता है।
II.	**सिगरैनी कोयला क्षेत्र**		
	अपेक्षीकृत	1 71 रु०	
III	**दूरस्थ क्षेत्र**		
	कोई वृद्धि नही है।		
IV	**तालचेर**		
	श्रेणी I	0 37 रु०	

(ग) जी, नही।

मध्य प्रदेश के शहडोल जिले मे राष्ट्रीय कोयला विकास निगम की कोयला खान का बन्द होना

6636 **श्री धनशाह प्रधान** : क्या इस्पात और खान मंत्री यह बताने की कृपा करेंगे कि

(क) क्या मध्य प्रदेश के शहडोल जिले के बिजुरी मे राष्ट्रीय कोयला विकास निगम की कोयला खान 7 वर्ष से बन्द पडी है,

(ख) क्या सरकार को पता है कि 2 करोड़ और 36 लाख रुपये की सपत्ति व्यर्थ जा रही है, और

(ग) यदि हाँ, तो उक्त हानि को रोकने के लिए क्या कार्यवाही की गई है ?

इस्पात और खान मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) जी, हाँ।

(ख) और (ग) कोयला खान पर अभी तक भवनो पर 22 90 लाख रुपयो के व्यय को सम्मिलित करते हुए कुल 62 40 लाख रुपयो की राशि व्यय की गई है। कोयला खान मे उत्पादित कोयले के लिए उचित मार्केट की उपलब्धता पर उसे पुन चालू किया जाएगा, अत 2 36 करोड रुपयो की सम्पति का अपव्यय होने का प्रश्न नही उठता है।

Land for Dandakaranya Scheme

6637. SHRI RANABAHADUR SINGH : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the progress made so far regarding the negotiations which were going on to get land from the States of Madhya Pradesh and Orissa for the Dandakaranya Scheme; and

(b) whether this land has been released and if not, the reasons therefor ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) and (b). The position about the release proposals pending with the State Governments of Madhya Pradesh and Orissa is as follows :

Madhya Pradesh :

(i) The State Government have assured that 2530 acres in Bastar District will be released to the Dandakaranya Project shortly.

(ii) A proposal for release of 254·57 acres in Durg District is pending with the State Government.

(iii) The team consisting of officers of the State Government and the Dandakaranya Project has submitted its Export which is under the consideration of the State Government.

Orissa :

The Government of Orissa have offered to release 40,000 acres of land in Koraput District, provided the Central Government agree to finance the Potteru Irrigation Scheme. The proposal is being examined.

Indians in Ceylon

6638. SHRI BIRENDER SINGH RAO: Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government of Ceylon have recently approached the Government of India to absorb Stateless persons of Indian origin in Ceylon even without first granting them citizenship;

(b) if so, the number of such persons affected; and

(c) the reasons therefor and the Government of India's reaction thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) No, Sir.

(b) and (c). Do not arise.

Retrenchments in Asansol Coal Belt

6639. SHRI C. K. CHANDRAPPAN Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the colliery owners are evicting permanent workers in the Asansol Coal belt; and

(b) if so, the reasons therefor and the steps proposed to be taken against these coal barons ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) and (b). On receipt of complaints recently in this regard, the matter has been investigated. It was found that due to inter-union rivalry, there were clashes in some of the collieries resulting in insecurity and leading to workmen running away from the collieries. Some managements have, as a result dismissed a number of workmen for their unauthorised absence.

Industrial disputes on these as and when received, are dealt with under the provisions of the Industrial Disputes Act, 1947.

Demand of Bars, Rods and Plates

6640. SHRI C. K. CHANDRAPPAN : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether there is a pressing demand of bars, rods and plates of particular qualities and thickness; and

(b) if so, the particulars thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b). Availability of bars and rods and plates is short of the demand. The position of thinner size M. S. rounds and Torsteel is difficult, while the position regarding Medium and Heavy Rounds, Flats and squares is relatively better. However, nearly 1,50,000 tonnes of used rails are now being supplied to scrap re-rollers and the price and distribution of the products re-rolled therefrom would also be regulated. Substantial quantities of billets have been, and are being, imported for supply to Registered billet re-rollers. It is expected that the availability of bars and rods would progressively improve.

2. The position of plates, particularly of Tested quality, continues to be difficult. However, a fairly liberal import policy is being followed in regard to this.

Collection of Arrears of Sale Proceeds of Durgapur Steel Plant

6641. SHRI N. K. SANGHI : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the steel produced in Durgapur Steel Plant was selling through private agents and that a large amount of money against such sales remains to be realised and if so, the total amount so outstanding;

(b) whether an agent has been appointed to collect the outstanding amounts and if so, the terms settled with the agent; and

(c) how much has the agent been able to collect so far and how much remains yet to be collected ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b). No, Sir.

(c) Does not arise.

Disruptive activities on Indo-Bangladesh Border

6642. SHRI N. K. SANGHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether some Pak army collaborators in Bangladesh have established contacts with some Pak sympathisers and unsocial elements in West Bengal with a view to create armed disorder in Bangladesh and that such elements are using the unmanned border areas for the purpose;

(b) if so, whether the Government of India, in consultation with the Bangladesh Government, has taken adequate steps to stop the activities of these persons; and

(c) if so, the outcome thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) No specific instances have come to the notice of the Government.

(b) and (c). The Governments of India and Bangladesh are in close and continuous consultation in regard to steps to prevent undesirable activities along the borders.

Loss Incurred By National Coal Development Corporation On Giridih Mines

6643. SHRI SUKHDEO PRASAD VERMA : Will the Minister of STEEL AND MINES be pleased to state :

(a) Whether National Coal Development Corporation is incurring heavy losses every year in running the Giridih mines;

(b) if so, the main reasons therefor; and

(c) the steps Government propose to take in the matter ?

THE MINISTER OF STATE IN THE MINSTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) Giridih Mines, which are nearly 100 years old, had almost exhausted when they were taken over by N. C. D. C. when it was set up in October, 1956. The availability of coal in isolated patches and unworked barriers as well as the difficult working conditions in the mines because of the presence of Goaves all round, poor roof conditions, heavy influx of water and huge manpower resulted in extremely low production. Though the N. C. D. C. has not been keen on working these uneconomic mines, the Central Govt. has asked N. C. D. C. to work these mines in the interest of full utilisation of the high grade coking coal and to avoid distress to the large labour force.

(c) The Government appointed a High Power Technical Committee to suggest measures to improve the working of the Giridih mines. The Committee submitted their report in 1968. In pursuance of the recommendations of the above Committee, various cost reduction measures have been taken by the N. C. D. C., as a result of which losses have been brought down from the level of about Rs. 50 lakhs per year in the initial stages to Rs. 27 32 lakhs in 1970-71. If the profit made by the Coke Ovens at Giridih is taken into account, a modest profit is expected to be made during the year 1971-72, accounts for which are being finalised by the N. C. D. C.

Shortage Of Books On Indian Culture And History in Indian Missions Abroad

6644. SHRI R. S. PANDEY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether all Indian Embassies/Missions abroad do not have enough number of books and other literature on Indian history and culture for distribution and study for the foreign nationals in those countries;

(b) if so, whether any steps are being taken to make available sufficient number of books and other literature in the Embassies in future for the benefit of foreigners since most of the Embassies do not have library facilities; and

(c) if so, the nature of steps taken in his regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURNDRA PAL SINGH) : (a) and (b). Indian Missions abroad are normally supplied with books on Indian history and culture. The supply of books of this type is continuing.

(c) Does not arise.

Meeting of Foreign Minister of South East Asian Countries in Singapore

6645. SHRI R. S. PANDEY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Foreign Ministers of South East Asian countries have recently met in Singapore to consider the impact of President Nixon of U. S. A.'s visit to China and British entry into the European Economic Community;

(b) if so, the major issues taken up for the consideration at the meeting; and

(c) the main recommendations made by the Conference ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) to (c). The representatives of ASEAN countries met in Singapore on April 13-14, 1972 and discussed, *inter alia*, various political issues of interest to South East Asia. They noted the important changes that had taken place and were expected to take place in the relations among the Major Powers. They recognised the necessity of closer cooperation in view of these developments and of strengthening and expanding their national economies with a view to increasing the economic and political stability of the region. They agreed to an overall review of ASEAN's organisational and procedural framework including the consideration of the need and desirability of a central Secretariat. They also agreed that a coordinated and well planned strategy was required for developing self-reliance, more effective cooperation and national resilience. They signed an agreement for facilitating the search for aircraft in dist-

ress and rescue of survivors of aircraft accidents,

Setting up of Aluminium Plant in Bihar

6647. KUMARI KAMLA KUMARI: Will the Minister of STEEL AND MINES be pleased to state:

(a) the total quantity of Bauxite ores in Palamau district (Bihar) so far surveyed; and

(b) whether it is sufficient for setting up of an Aluminium Plant there?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN): (a) and (b). As a result of prehminary investigations carried out by Geological Survey of India, inferred of about 17 1 lakh tonnes of bauxite have been estimated in Jamirapat, Temolagarh, Chue and Orsapat areas of Palamau district, Bihar. It is premature to say anything about the feasibility of setting up an Aluminium Plant there at this stage as no comprehensive and detailed exploration of all the Bauxite deposits in Palamau district has been carried out so far.

Consultation of Industries re: Import of Steel

6648. SHRI VEKARIA: Will the Minister of STEEL AND MINES be pleased to state:

(a) whether industries are consulted regarding the quality and specifications of the steel to be imported; and

(b) if so, the names of the industrial houses and associations that are being consulted or proposed to be consulted in future before steel is imported?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN): (a) and (b). Before Import Policy is framed, consultations are held with the producers of various types of steel and those Government Departments which are responsible for the main consuming sectors such as DGTD, DCSSI etc. Where considered necessary, consultations are also held with the Actual Users of steel, Associations and sponsoring authorities.

Under the import policy certain categories of steel can be imported only if the indigneous producers have issued non-availability certificate. This ensures continuous consultation with the indigenous producers for such categories.

For canalised items, before actual imports are made, the canalising agencies obtain details of specifications etc., from the Actual Users who have been issued release orders by the Chief Controller of Imports and Exports. For bulk import of steel for units engaged in the manufacture of engineering goods for exports, the specifications are furnished by the Engineering Export Promotion Council.

Non-Deposit of E P. F. By Companies in Gujarat.

6649. SHRI VEKARIA: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the number of Companies in Gujarat who have not deposited the amount of Employees Provident Fund to the proper authorities though deducted from the salaries of the workers;

(b) the names of the companies and total amount of Provident Fund arrears for the last three years years-wise; and

(c) the action taken or proposed to be taken against the defaulting units?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR): (a) to (c). The Provident Fund Authorities have reported that the information is being collected. It will be laid on the Table of the Sabha in due course.

विदेशों में स्थित भारतीय दूतावासों को दी जाने वाली सुविधायें

6650. **श्री शंकर दयाल सिंह:** क्या विदेश मंत्री यह बताने की कृपा करेंगे कि:

(क) विदेशों में स्थित भारतीय दूतावासों

द्वारा विदेशों मे भारतीय नागरिकों को कौन सी सुविधायें प्रदान की जाती है;

(ख) विदेशी पर्यटकों को भारत में आने के लिए आकर्षित करने के बारे मे क्या इन दूतावासों द्वारा कोई कार्यवाही की जाती है; और

(ग) यदि हाँ, तो उसका विवरण क्या है ?

विदेश मंत्रालय में उप-मंत्री (श्री सुरेन्द्रपाल सिंह) : (क) (1) कोमली सेवाएँ, जैसे—मुसीबत मे पडे हमारे राष्ट्रको को राहत तथा वित्तीय सहायता; प्रत्यावर्तन; दस्तावेजों का कानूनीकरण और अन्य लेख्य सहायता; एस्टेटों का प्रशासन और निपटान तथा मृतकों की सम्पत्ति; जन्म, मृत्यु तथा विवाह का पंजीकरण; विदेश विवाह अधिनियम के अंतर्गत विवाह करना, विदेश-स्थित भारतीयों की मृत्यु, दुर्घटनाग्रस्त होने गिरफ्तारी आदि की स्थिति मे उनके भारत मे रिश्तेदारो को सहायता; भारत मे रिश्तेदारो के कल्याण और अते-पते के बारे मे पूछताछ और प्रतिक्रमात्; विदेशों मे भारतीय पर्यटको को महायता और उनका मार्गदर्शन; विदेशों मे आमतौर से भारतीयो के कल्याण की देखभाल आदि :

(2) विदेशो मे भारतीय नाविकों का कल्याण;

(3) पासपोर्ट की सुविधाएँ;

(4) भारत पर सूचनात्मक सामग्री देना;

(5) मामान्य मामलो मे मार्गदर्शन तथा सहायता प्रदान करना; जैसे विदेशो मे शिक्षा सहायता; वाणिज्यिक मामले; चुगी, विदेशी मुद्रा, आयकर आदि पर भारत मे नियम और विनियम।

(ख) जी हाँ।

(ग) विदेशों में जहाँ पर्यटन एवं सिविल विमानन मंत्रालय ने कोई पर्यटक केन्द्र नही खोले हैं, हमारे मिशन निम्नलिखित कार्य करते रहे हैं :

(1) विदेशो मे सम्बद्ध मस्थाओ और व्यक्तियो को भारत संबधी पर्यटक प्रचार सामग्री देना;

(2) पर्यटक रुचि के अनुरूप भारतीय समाचार चित्रो का प्रदर्शन;

(3) भारत मे विदेशी पर्यटको को विभिन्न सुविधाएँ और यात्रा प्रबन्ध की सूचनाएँ देना;

(4) यात्रा-स्थान सुरक्षित कराने, भारत के होटलों में स्थान सुरक्षित कराने, यात्रा विवरण तैयार करने आदि मे विदेशी पर्यटकों को सहायता और मार्गदर्शन,

(5) विदेश-स्थित भारतीय मिशनो के भवनो मे पर्यटक रुचि पोस्टर और अन्य सामग्री का प्रदर्शन; और

(6) विदेश-स्थित हमार मिशनो द्वारा गठित तदर्थ फोटोग्राफ प्रदर्शनियो मे फोटोग्राफ और पर्यटक पोस्टरो का नियमित रूप से प्रदर्शन।

अभ्रक उद्योग में मजदूरों को मजूरी का भुगतान न किया जाना

6651. **श्री शंकर दयाल सिंह** : क्या श्रम और पुनर्वास मत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस आशय की शिकायते मिली है कि अभ्रक उद्योगपति 'मजूरी बोर्ड' के निर्णय के अनुसार मजदूरो को मजूरी नहीं दे रहे हैं; और

(ख) यदि हाँ, तो इस मामले मे क्या कार्यवाही की गई है अथवा करने का विचार है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) केन्द्रीय सरकार ने अभ्रक उद्योग के लिए कोई मजदूरी बोर्ड स्थापित नहीं किया है; ऐसे किसी बोर्ड की सिफारिशों के अनुसार श्रमिकों की मजदूरी अदा न किए जाने का प्रश्न नहीं उठता ।

(ख) प्रश्न नहीं उठता ।

E. P. F. In Silk Factories In Bhagalpur

6652. SHRI Md. JAMILURRAHMAN: Will the Minister of LABOUR AND REHABILITATION be pleased to state:

(a) the total number and names of silk factories at Bhagalpur and the dates from which they are covered under the Employees Provident Funds Act, 1952;

(b) whether the Compliance position is very dissatisfactory in all the silk factories in as-much-as several eligible employees have not been admitted, as the employers change the names of the employees and date of appointment etc. by third-hand method;

(c) whether several factories in Champa Nagar and Nath Nagar in the District of Bhagalpur have not been covered as the total employees shown in the registers are always below 20 while actually more than 30 employees work in all these factories; and

(d) whether the Regional Commissioner or Assistant Commissioner has never visited the factories so far and the steps proposed to be taken to redress the plight of the poor workers ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : The Provident Fund Authorities have reported as under :

(a) As on 30th April, 1972, there were 10 silk factories in the Bhagalpur District covered under the Employees' Provident Funds and Family Pension Fund Act, 1952 and the Employees' Provident Fund Scheme framed thereunder. Their names and dates of coverage are given in the statement attached.

(b) No information regarding denial of provident fund membership to eligible employees by the employers has been received either by the area Provident Fund Inspector or from workers of the factories.

(c) On receipt of list of factories in Champa Nagar and Nath Nagar in Bhagalpur District from the Assistant Labour Commissioner, Bhagalpur and on the basis of the information available with the Provident Fund authorities, a survey was conducted for exploring the possibility of coverage of these establishments. As a result, two establishments have been covered under the Act with effect from 30th September, 1971.

(d) The factories have not been visited by the Regional Commissioner or Assistant Commissioner. As a rule establishments are visited and inspected by the Provident Fund Inspectors.

Statement

S. No.	Name of the establishment Factory.	Date of Coverage
1.	M/s. Rambansi Silk Mills	1.11.1952
2.	M/s. Bhagwati Hosiery Mills	1.11.1952
3.	M/s. Rama Silk Mills	31.12.1960
4.	M/s. Beni Silk Mills	31.12.1960
5.	M/s. Bajoria Silk Mills	November, 1958
6.	M/s. Shree Krishna Silk Mills	31.12.1960
7.	M/s. Nirmal Silk Factory	31.10.1963
8.	M/s Hind Dying & Bleaching Works, (Now known as Tassar Textiles and complying in West Bengal Region from its head office)	28.2.1961
9.	M/s. Jagdish Silk Factory	30.9.1971
10.	M/s. Mohan Silk Factory	30.9.1971

Cancellation of Passport of Dr Jagjit Singh

6653. SHRI B. S. BHAURA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government have received any communication from the Punjab Government regarding cancellation of passport of Dr. Jagjit Singh, Ex-General Secretary of Akali Party; and

(b) if so, the steps taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) No, Sir.

(b) Acting other information, however, the Government of India impounded Dr. Jagjit Singh's passport on the 25th November, 1971; and, subsequently, on the 6th January, 1972, also revoked his passport.

Implementation of Recommendations of Second Sugar Wage Board

6654. SHRI P NARASIMHA REDDY : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether the recommendations of the Second Wage Board for Sugar Industry have been implemented by all the Sugar Mills; and

(b) if not, the steps proposed to be taken to get them implemented.

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR): (a) According to the available information 165 mills out of 216 have implemented the recommendations.

(b) Efforts continue to be made by the State Governments to secure implementation in the remaining mills also.

Winding up of Committee on Review of Rehabilitation work in West Bengal

6655. SHRI BANAMALI PATNAIK SHRI JYOTIRMOY BOSU :

Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether Government have decided to wind up the Committee on Review of Rehabilitation work in West Bengal;

(b) the number of reports submitted by the said Committee and the number of reports yet to be submitted, and

(c) the recommendations accepted by Government and the steps taken to implement the same with success achieved so far ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) In view of the fact that the committee has been functioning for more than five years, the Chairman of the Committee was requested to see that the remaining work of the Committee was completed finally by the end of August, 1972. But the Chairman referred to various difficulties including the preoccupation of the West Bengal Government with the refugee problem in 1970 and 1971 In these circumstances he stated that he could not give any assurance that it would be possible to finish the work before the end of August. Government hope, however, that the Committee would, in any case, finish its work by the end of the current financial year.

(b) The Committee has so far submitted nine reports, and another five are reported to be nearing completion. The terms of reference of the Committee only indicate the matters which it has to consider but do not prescribe the number of reports it has to submit. It is, therefore, not possible to say how many more reports will be submitted by the Committee.

(c) Recommendations of the Committee have by and large been accepted by Government in respect of four reports, A sum of Rs. 545·20 lakhs has been sanctioned for the implementation of the recommendations

by the West Bengal Government who have been requested to take speedy action to implement them. The other reports are under consideration.

शरणार्थियों द्वारा खाली किए गए कैम्पो में हरिजनों को बसाया जाना

6656. **श्रीमती मिनिमाता अगमवास :** क्या **श्रम और पुनर्वास** मंत्री यह बताने की कृपा करेंगे कि

(क) क्या बंगला देश के शरणार्थियो द्वारा खाली किए गए कैम्पो मे स्थानीय भूमिहीन हरिजन एव आदिवासी लोगों को बसाने की कोई योजना है, यदि नही, तो इन कैम्पो का किस प्रकार उपयोग किया जायेगा,

(ख) क्या दण्डकारण्य मे स्थायी रूप से बसाये गये शरणार्थी भी काफी सख्या मे वहाँ से चले गये है और यदि हाँ, तो स्थानीय भूमिहीन हरिजनो एव अन्य लोगो को वे सुविधाएँ प्रदान करने की कोई योजना है, जो उन शरणार्थियो को दी गई थी; और

(ग) क्या माना, चकरमाठा, नम्पा, मुलमुला कैम्प जो अब खाली कर दिये गये है, मैं पहले से उपलब्ध सुविधाएँ जैसे पीने का पानी, बिजली तथा निवास स्थान को स्थानीय लोगो को उपलब्ध कराने तथा उन्हे वहाँ बसाने का कोई प्रस्ताव है अथवा वहाँ कोई कुटीर उद्योग स्थापित किया जायेगा ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) और (ग). जी, नही। शिविर के ढाँचो और जल सप्लाई सबधी साज सामान को नाम मात्र के मूल्य पर राज्य सरकारों को विभागीय प्रयोग या लोकोपकारी प्रयोजनों के लिए हस्तान्तरित करने का प्रस्ताव है। विभिन्न विभागीय या लोकोपकारी प्रयोगो की परस्पर अग्रता सबधित राज्य सरकार द्वारा निर्धारित की जायेगी। अन्यता इन शिविर परिसम्पतियों का निपटान सरकार के अधिकतम लाभ की दृष्टि से किया जायेगा।

(ख) जी, हाँ। छोड़कर चले जाने वाले विस्थापित परिवारो द्वारा छोडे गए मकानों और भूमि का प्रयोग भूतपूर्व पूर्वी पाकिस्तान से आए प्रवासियो के, जो अभी शिविरो में है, पुनर्वास के लिए करने का प्रस्ताव है।

दिल्ली की निकलसन रोड की सम्पत्ति की नीलामी

6657. **श्री पन्नालाल बारूपाल :** क्या **श्रम और पुनर्वास** मत्री यह बताने की कृपा करेंग कि

(क) क्या पुनर्वास विभाग ने 8 दिसम्बर, 1969 को सम्पत्ति संख्या 1 142 (नया) 68 (पुराना), निकलसन रोड, कश्मीरी गेट, दिल्ली को नीलाम किया था, जहाँ लगभग 25 हरिजन परिवार गत 40 वर्षों से रह रहे थे और इस नीलामी मे नीलामी की अधिसूचना, विज्ञापन, प्रचार और सार्वजनिक बोली आदि नियमो का पालन नही किया गया था;

(ख) क्या उक्त सभी हरिजन परिवार इस सम्पत्ति के लिये सरकार को 75,000 रुपये की धनराशि देने को तैयार थे परन्तु अधिकारियो ने यह सम्पत्ति उन्हे देने की बजाय एक पूँजीपति को 61,400 रुपये मे देदी और जिसके विरुद्ध हरिजनो ने उपमत्री को अभ्यावेदन भेजा है,

(ग) क्या निर्धन हरिजनो की प्रार्थना पर सरकार द्वारा विचार किया जा रहा है; और

(घ) यदि हाँ, तो गैर कानूनी नीलामी को रद्द करने और हरिजनो पर हो रहे अन्याय को रोकने लिए सरकार द्वारा क्या कार्यवाही की गई है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) और (ख). सम्पत्ति को 8-12-1969 को नीलाम में बेचा गया था नीलाम में प्राप्त 61,000 रुपये की उच्चतम बोली को नियमित रूप से सक्षम अधिकारी द्वारा स्वीकार किया गया था। सर्वश्री छतरी सिंह, भगवान

सहाय तथा सम्पत्ति के अन्य कब्जेदारों ने सक्षम अधिकारी के समक्ष बिक्री के बारे में आपत्ति प्रकट की थी और इस सम्पत्ति के लिए 75,000 रुपये देने की पेशकश भी की थी तथा बिक्री रद्द करने की प्रार्थना की थी। सक्षम अधिकारी ने उनकी सुनवाई करने के उपरान्त उनकी आपत्तियों का निपटान कर दिया था। आपत्ति करने वालों ने सक्षम अधिकारी के आदेश के विरुद्ध अपील दायर कर दी है अपीलीय अधिकारी के पास अपील पड़ी हुई है और इस प्रकार मामला न्यायाधीन है।

(ग) और (घ). भाग (क) और (ख) के उत्तर को ध्यान मे रखते हुए, प्रश्न नहीं उठता।

Action against Employees in Default of E P F. in West Bengal

6658. SHRI JYOTIRMOY BOSU : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether some of the non-official members of the Provident Fund Board had demanded that the defaulting employers in West Bengal should be arrested;

(b) if so, the action taken on this demand; and

(c) the advice, if any, given by the Central Government to the State Government on this issue ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) The Provident Fund Authorities have reported that no such demand has been made by non-official members of the Central Board of Trustees.

(b) Does not arise.

(c) The West Bengal Legislative Assembly is reported to have passed the Maintenance of Internal Security (West Bengal Amendment) Bill, 1972 which provides *inter-alia* for detention of employers who default in payment of E.P F. dues.

Survey of Iron Pyrites at Saladipura, District Sikar (Rajasthan)

6659. SHRI SHIVNATH SINGH : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether a survey of iron pyrites has been made at Saladipura in District Sikar of Rajasthan, and

(b) if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b). The detailed exploration of Saladipura Pyrite-Pyrrhotite deposit in Sikar district of Rajasthan has been completed by the Geological Survey of India. Total indicated and inferred ore reserves of 43·36 million tonnes with 20 to 32 percent sulphur and 39 31 million tonnes with 11 to 16 percent sulphur have been estimated. Pyrites, Phosphates and Chemicals Limited, a Government of India Undertaking are taking steps for exploitation of the deposit.

Mineral deposits in Tamil Nadu

6660. SHRI M. RAJANGAM : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether Government have under consideration a fresh programme for a Gamma Ray Spectrometer aerially, and not the EM systems, for locating new mineral resources in view of the non-conducting nature of the mineral deposits in Tamil Nadu; and

(b) if so, the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) No programme for Gamma Ray Spectrometer aerial survey in Tamil Nadu is under consideration of the Government of India.

(b) Does not arise.

मध्य प्रदेश में जमुई मजारी कोयला खान में मरे श्रमिकों के परिवारों को दिया गया मुआवजा

6661. **श्री धनशाह प्रधान :** क्या **श्रम और पुनर्वास** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जुलाई, 1970-71 मे चारमेटा, छिन्दवाड़ा, मध्य प्रदेश स्थित जमुई मजारी कोयला खान मे 21 श्रमिक घटनास्थल पर ही मर गए थे ?

(ख) क्या सरकार ने इन मृत श्रमिकों के परिवारों को कोई मुआवजा दिया है और यदि हाँ, तो इस प्रकार दिए गए मुआवजे की राशि क्या है; और

(ग) ऐसी घटनाओं को भविष्य मे होने से रोकने के लिए सरकार क्या कार्यवाही कर रही है ?

श्रम और पुनर्वास मंत्री (श्री आर० के० खाडिलकर) : (क) जमुई मजारी कोल कम्पनी की मुकरी कोलियरी मे 9-7-71 को एक घातक दुर्घटना हुई थी जिसमे एक व्यक्ति मृत्यु ग्रस्त हो गया ।

(ख) श्रमिक मुआवजा अधिनियम, 1923 की, जिसका प्रशासन राज्य क्षेत्राधिकार के अंतर्गत आता है, धाराओं के अन्तर्गत मुआवजा प्रबन्ध द्वारा देय है ।

(ग) दुर्घटनाओं को रोकने के लिए अपनाए जाने वाले सुरक्षा के उपाय खान अधिनियम, 1952 के अन्तर्गत निर्मित विनियमनों में विवरण सहित दिये गये है । इन सुरक्षा के उपबंधों को लागू करने के लिए निरीक्षण किए जाते हैं ।

फिल्मों तथा अन्य दृश्य-श्रवण ढंगों आदि द्वारा और विशेष सुरक्षा सप्ताहों को संचालित करके श्रमिकों में सुरक्षा का ज्ञान बढ़ाने के लिए प्रयास भी लगातार किये जा रहे है । इसके अतिरिक्त, श्रमिकों को व्यावसायिक प्रशिक्षण कार्यक्रम के अन्तर्गत सुरक्षा पद्धतियों मे प्रशिक्षण दिया जाता है ।

Bokaro Steel Plant

6662. SHRI P. VENKATASUBBAIAH: Will the Minister of STEEL AND MINES be pleased to state :

(a) the reaction of Government to the findings of the Committee on Public Undertakings that the delays in constructions of the Soviet-aided Bokaro Steel Plant had been to some extent due to the organisational failures on the part of the Bokaro Steel Ltd. and

(b) the steps envisaged to check the same ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b). The Committee have observed that the delay in the construction of the Project is "primarily due to the belated submission of technical data, drawings, cranes, delay in civil engineering work and supplies from private and public undertakings". It has then been pointed out that to some extent organisational failures were also responsible for this delay. The reference here is to possible shortcomings in the organisation in the period prior to 1969. The management has been strengthened suitably from time to time and is now working efficiently.

विदेशों में भारतीय सांस्कृतिक केन्द्रों का खोला जाना

6663. **श्रीमती सहोदरा बाई राय :**
श्री ईश्वर चौधरी :

क्या **विदेश** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय सांस्कृतिक संबंध परिषद् द्वारा सान-फ्रांसिस्को (अमेरिका), सूवा (फिजी) और जार्ज टाउन (गुयाना) में चालू वित्तीय वर्ष में भारतीय सांस्कृतिक केन्द्र खोले जा रहे हैं;

(ख) यदि हाँ, तो इन केन्द्रो मे अब तक विभिन्न पदों पर कितनी नियुक्तियाँ की गई हैं तथा उन पदो का श्रेणी-वार ब्यौरा क्या है;

(ग) इन केन्द्रो में जिन व्यक्तियों को नियुक्त किया गया है उनके नाम तथा शैक्षिक योग्यता क्या है और इन केन्द्रो मे उनकी नियुक्ति से पूर्व उनका मूल वेतन क्या था, और

(घ) अब तक ऐसे श्रेणी-वार पद कितने है जिन पर अनुसूचित जातियो/अनुसूचित जन-जातियो के व्यक्तियों को नियुक्त किया गया है तथा भविष्य मे ऐसे कितने पद श्रेणी-वार इन व्यक्तियों मे से भरे जायेंगे ?

विदेश मंत्रालय मे उप मंत्री (श्री सुरेन्द्रपाल सिंह) : (क) 1971-72 के दौरान सुवा (फिजी) मे भारतीय सास्कृतिक सबंध परिषद ने एक भारतीय सास्कृतिक केन्द्र खोला था। वर्तमान वित्तीय वर्ष (1972-73) मे, परिषद कुछ और स्थानों मे भी भारतीय सास्कृतिक केन्द्र खोलना चाहती है, जिनमे सान फ्रासिस्को (अमरीका) और जार्ज टाउन (गुयाना) भी शामिल है।

(ख) सुवा (फिजी) मे भारतीय सास्कृतिक केन्द्र के लिए अब तक निम्नलिखित नियुक्तियाँ की गई है

निदेशक —1
सगीत शिक्षक —1
(स्वर)
सगीत शिक्षक —1
(वाद्य)
नृत्य शिक्षक —1

(ग) एक विवरणात्मक ब्यौरा सदन की मेज पर रख दिया है।

(घ) सुवा (फिजी) स्थित भारतीय सास्कृतिक केन्द्र मे अब तक नियुक्त कोई भी व्यक्ति अनुसूचित जाति अथवा जनजाति का नही है। चूँकि ये अलग-अलग सीमित अवधि के लिए थे, इसलिए उन्हे सुरक्षित बनाना आवश्यक नही समझा गया।

विवरण

नाम और पदनाम	शैक्षिक योग्यता	नियुक्ति से पूर्व मूल वेतन
		रु०
1 श्री आई० एस० चौहान, निदेशक	एम० ए० (सामाजिक मानव शास्त्र), पी० एच० डी० राजनीतिक समाज-शास्त्र / मानव शास्त्र 'नेतृत्व और सामाजिक मतभेद . लबासा, फिजी द्वीपसमूह मे भारतीयो मे राजनीतिक प्रक्रिया।'	1250·00 प्रतिमास
2 श्री वी० बी० श्रीखडे, संगीत शिक्षक (स्वर)	बी० ए० (इंगलिश, हिन्दी और राज-नीतिक शास्त्र), संगीत प्रवीण (प्रथम श्रेणी-सर्वप्रथम, स्वर्ण पदक प्राप्त सगीत प्रभाकर सगीत विशारद एव संगीत रत्न।	900 00 प्रतिमास

1	2	3
3. श्री अशोक राय, संगीत शिक्षक (वाद्य)	बी० ए० (इंगलिश, भारतीय इतिहास और स्वर संगीत) भारतीय कला एवं संस्कृति के साथ इतिहास में एम० ए० की उपाधि के लिए पहले वर्ष का पाठ्यक्रम पूरा कर लिया।	340·00 प्रतिमास
4. श्रीमती मुलोचना नायर, हायर सेकेन्ड्री नृत्य शिक्षक		200·00 प्रतिमास

भारतीय सांस्कृतिक संबंध परिषद् में कार्य करने वाले निदेशकों का ब्यौरा

6664. **श्री स्वामी ब्रह्मानन्द जी :**
श्री ईश्वर चौधरी :

क्या **विदेश** मंत्री यह बताने की कृपा करेंगे कि भारतीय सास्कृतिक संबध परिषद् के अन्तर्गत इस समय प्रत्येक विदेश मे कितने निदेशक कार्य कर रहे है तथा उनके नाम, शैक्षिक योग्यता क्या है और उक्त परिषद् मे उनकी नियुक्ति से पूर्व उनका मूल वेतन कितना था और उनमें से कौन-कौन से निदेशक अन्य विभागों से प्रतिनियुक्ति पर आये है ?

विदेश मंत्रालय में उप-मंत्री (श्री सुरेन्द्रपाल सिंह) : आजकल, सुवा (फिजी) स्थित, भारतीय सास्कृतिक केन्द्र मे केवल एक निदेशक भारतीय सास्कृतिक संबंध परिषद् के अधीन काम कर रहा है। उनका विवरण इस प्रकार है :

नाम—श्री ईश्वरसिंह चौहान

शैक्षिक योग्यता— एम० ए० (मानव शास्त्र, और राजनीतिक समाज विज्ञान। मानव शास्त्र में पी० एच० डी० जिसके लिए उनके शोधग्रंथ का विषय था—'नेतृत्व और सामाजिक मतभेद : लबासा, फिर्जा द्वीपसमूह में भारतीयों में राजनीतिक प्रक्रिया।'

नियुक्ति से पूर्व वेतन— वह इन्स्टीट्यूट आफ डिफेंस स्टडीज, शिमला के फैलों के रूप मे 1250·00 रु० प्रति मास ले रहे थे। वह भारत सरकार के किसी विभाग से प्रतिनियुक्ति पर नही हैं।

Demand and supply of Steel for Export Fabrication

6665. SHRI JYOTIRMOY BOSU : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether there has been a substantial gap in demand and supply of steel during 1968-69 to 1971-72 for export fabrication;

(b) if so, the main features thereof; and

(c) the steps being taken to bridge this gap ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) to (c). Due to overall shortage of steel in the country it has not been possible to meet from indigenous production the full requirements of steel, as estimated by the Engineering Export Promotion Council, of manufacturers of Engineering goods for exports during the years 1968-69 to 1971-72. It has, however, been the endeavour of Government to meet increased requirements of these manufacturers by supplying quantities of indigenous steel to the maximum feasible extent as also by liberalising the Import Policy.

In 1970-71, a Special Import Policy was announced under which the export engineering industries with firm orders for exports were allowed to import all categories of mild steel required by them to fulfil the export orders even if those categories were banned for import under the Import Policy.

A scheme has recently been introduced for supply of imported steel, to the extent indigenous steel cannot be made available, to registered exporters of engineering goods to facilitate execution of export orders.

In view of the spurt in domestic demand, including demand of engineering export industries, the export of prime steel has also been considerably reduced under the new Export Policy.

Staff working in I.C.C.R.

6667. DR. SANKATA PRASAD : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the category-wise total strength of the staff working under the Indian Council for Cultural Relations posted abroad and in India;

(b) the category-wise number of Scheduled Caste and Scheduled Tribe employees working under Council; and

(c) the steps being taken by the Council to fill up the usual reservation of 15 per cent for Scheduled Castes and 7½ per cent for Scheduled Tribes ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) Category-wise total strength of the I.C.C.R. staff :

(i) *Posted abroad*

Professors and Lecturers	...6
Directors of Cultural Centres	...1
Music & Dance Teachers	...5

(ii) *Posted in India*

Class I	...	4
Class II	...	7
Class III	...	59
Class IV	...	28

(b) (i) *Posted abroad* Nil

(ii) *Posted in India*

	Scheduled Castes	Scheduled Tribes
Class I	Nil	Nil
Class II	Nil	Nil
Class III	2	Nil
Class IV	5	Nil

(c) The Council is following the Government of India instructions issued from time to time relating to the reservation for Scheduled Castes and Scheduled Tribes. Every possible effort is being made to make up the shortfall in the representation of Scheduled Castes/Scheduled Tribes members in the staff of the Council.

Filling up of posts in Undertakings under Ministry of Steel and Mines

6668. SHRI AMBESH : Will the Minister of STEEL AND MINES be pleased to state :

(a) the number of Class I, II, III and IV posts in the undertakings under the control of his Ministry filled up during the last three years;

(b) the number of posts, out of the above, filled up by the Scheduled Caste candidates; and

(c) the number of posts, category-wise, referred to the Ministry for conversion of the same into general vacancies for want of

availability of Scheduled Caste and Scheduled Tribe candidates ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) to (c). The information is being collected and will be laid on the Table of the House.

Reserved Posts of S. C. and S. T. in the Department of Rehabilitation

6669. SHRI AMBESH : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) the number of Class I, II, III and IV posts filled during the last three years, category-wise, in the Department of Rehabilitation;

(b) the number of posts out of the above filled in by the Scheduled Caste and Scheduled Tribe candidates; and

(c) the number of posts, category-wise, referred to him to convert the same into general vacancy for want of Scheduled Caste and Scheduled Tribe candidates ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha as soon as it becomes available.

Britains rejection of Soviet Draft Regarding ban on Chemical Weapons

6671. SHRI RAJDEO SINGH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Government are aware that Britain has rejected a Soviet draft regarding ban on chemical weapons labelling it a "Simplistic suggestion" setting back the prospects for reaching an agreement; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH) : (a) In the course of discussions in the Conference of the Committee on Disarmament the representative of the U. K. indicated that the Soviet draft, in its present form, was not acceptable.

(b) The Soviet draft convention on 'the Prohibition of the Development, Production and Stockpiling of Chemical Weapons and on their Destruction' as well as the views expressed on it by various members of the C.C.D. are being examined by Government.

Delay in Payment of Bonus by Textiles Mills in Kerala

6672. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether some Labour Unions and employees of textile mills in the State of Kerala have complained to the Central Government that the bonus is not paid to workers in time; and

(b) if so, the action taken by Government in this regard ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) and (b). No. The State Government is the "Appropriate Government" in relation to payment of bonus by textile mills and they can deal with any complaints about delay in payment of bonus.

Survey for Gold in Kerala and Tamil Nadu

6673. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether a survey has been conducted for gold in Kerala aad Tamil Nadu; and

(b) if so, the main features thereof and the extent of success achieved ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) and (b). The investigations carried out by the Geological Survey of India for gold in Wynad gold field area covering parts of Nilgiri district (Tamil

Nadu) and parts of Kizhikode district (Kerala) have revealed poor gold mineralisation. Investigation of alluvial gold in Nilambur valley in Kozhikode district has also revealed reserves too small for any viable economic exploitation. Samples taken during investigations from old workings in Benisbetta, Modikkadavu, Benzimalai and Inbekombai of Coimbatore district, Tamil Nedu have shown very poor gold values. Investigations for gold were also carried out near Neyyor town in Kanyakumari district and Andipatti in Maduri district where no gold was found. Investigation for gold in Kotagiri in Nilgiri dirtrict, Tamil Nadu is proposed to be carried out during the current field season of the Geological Survey of India.

Iron deposits in Kerala

6674. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of STEEL AND MINES be pleased to state :

(a) the names of those areas of Kerala State where iron deposits have been located;

(b) the extent of deposits likely to be found there; and

(c) the action being taken by Government for their exploitation ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) As a result of investigations carried out by the Geological Survey of India, iron ore deposits have been located in Cheruppa, Eleyettimala, Nanminda, Naduvallur and Alampara in Kozhikode district of Kerala.

(b) and (c). A total reserve of 45·2 million tonnes of oxidized and unoxidized iron ore with total iron content varying between 29% and 40% has been estimated in four deposits of Cheruppa, Eleyettimala, Nanminda and Naduvallur where exploration by drilling has been completed. Exploration by driling of Alampara deposit is in progress.

Unemployment Insurance Scheme for Advasis in Kerala

6675. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether there is any proposal under the consideration of Government in regard to Unemployment Insurance Scheme for Adivasis in the State of Kerala; and

(b) if so, the salient features thereof ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) There is no such proposal under consideration of the Government of India.

(b) Does not arise.

Utilisation of Mineral Products in Kerala

6676. SHRIMATI BHARGAVI THANKAPPAN : Will the Minister of STEEL AND MINES be pleased to state :

(a) whether the minerals products of Kerala which are utilised for fertilizers are at present being sent out of the State for being used in other States in public sectors projects;

(b) if so, the total quantum of such minerals as also others which are being produced in Kerala but are being sent out of the State every year for being processed; and

(c) whether Government have formulated any scheme for setting up of public sector projects in the State of Kerala for proper utilisation of these minerals ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) to (c). The information is being collected and will be laid on the Table of the House.

Negotiation facilities to Registered Trade Unions

6677. SHRI DHARAMGAJ SINGH : Will the Minister of LABOUR AND REHABILITATION be pleased to state :

(a) whether negotiation facilities are to be granted to the registered Trade Unions under the Industrial Dispute Act, 1947;

(b) if so, the provisions under which this has become statutory;

(c) whether All India Loco Running Staff Associations had approached him for non-grant of the negotiation facilities by the Railways under the Industrial Dispute Act 1947; and

(d) if so, the action Government have taken in the matter ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR) : (a) and (b). The Industrial Disputes Act, 1947 provides for the investigation and settlement of industrial disputes. It provides *inter-alia* for settlements being arrived at between the employer and workmen in the course of conciliation proceedings as well as bipartite agreements arrived at otherwise than in the course of conciliation proceedings. Section 36 of the Act states *inter-alia* that a workman who is a party to a dispute shall be entitled to be represented in any proceeding under the Act by an office bearer of a registered trade union of which he is a member or by an office bearer of a federation of trade unions to which the trade union is affiliated.

(c) and (d). Consequent on representations received on behalf of the All India Loco Running Staff Association, the matter was taken up with the Ministry of Railways. That Ministry has informed that the Association is a sectional unrecognised body. According to the Ministry of Railways, though grievances put forward by unrecognised unions are duly attended to by them, no correspondence is exchanged with the unrecognised unions.

Reserves of Non-Ferrous Metals in Andhra Pradesh

6678. SHRI K. KODANDA RAMI REDDY : Will the Minister of STEEL AND MINES be pleased to state :

(a) the non-ferrous metals available in Andhra Pradesh and their estimated reserves;

(b) the results of the air-borne mineral survey and the results of the Geological Survey of India operations in the State since 1969-70 and the follow-up action, if any, initiated; and

(c) whether there is any definite programme on the part of the Government to utilise the abundant mineral wealth of the State ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : (a) Estimated reserves of 1·231 lakh tonnes of copper metal and 7·655 lakh tonnes of lead metal are available in Andhra Pradesh Besides extensive Bauxite deposit in Anantagiri Sankararameta area in Vishakhapatnam district and Dhukonda area in Godavari District have also been located. Detailed work in Vishakhapatnam area is in progress

(b) The potential mineralised terrain falling within the districts of Cuddapah, Kurnool, Guntur, Nellore and Khammam in Andhra Pradesh was covered by a multi-instrument airborne geophysical survey. The anomalies thrown up by this survey were processed and ground follow-up of these promising aero-anomalies was taken up towards the close of 1968. Over 4000 electromagnetic aero-anomaly intercepts have been evaluated on the ground so far, of which 279 were subjected to detailed geological, geophysical and geochemical ground surveys. Based on the results obtained by the above field checks, five targets have emerged meriting a probe by diamond core drilling. So far, nearly 1400 m. of drilling has been carried out in the above prospects. Test drilling near Venkatyapalem in the Khammam district has intercepted a 2·34 m. wide zone of lead-zinc mineralisation assaying 0·38% copper, 2·68% lead and 2·8% zinc. Further drilling to probe the economic potentialities of the above prospects is in progress.

Results of surveys conducted by Geological Survey of India include proving of 1 million tonnes of copper ore in Mailaram, Khammam district and 0 62 million tonnes of lead ore at Karempudi, Guntur district Exploratory mining at Mailaram has been taken in hand

(c) Development of Agnigundala copper-lead deposits has already been taken in hand by the Hindustan Copper Limited Exploitation of Mailaram copper and Vishakhapatnam bauxite is to be decided on completion of the exploration which is in progress

Closure of Parasia Coal Mines

6679 SHRI HUKAM CHAND KACHWAI Will the Minister of LABOUR AND REHABILITATION be pleased to state

(a) whether a large number of labourers have been rendered jobless on account of closing down of Parasia coal mines with effect from the 1st May,

(b) if so, the estimated number thereof, and

(c) the reasons for the closing down of the coal mines and the action being taken by Government to reopen the mines ?

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R K KHADILKAR) (a) to (c) 625 Overmen, Sirdars and Shot Firers in Parasia coal field had resorted to strike w e f 1 5 72 over a demand of discontinuation of periodical medical examination under Rule 27 (1) of the Coal Mines Regulation, 1957 and allowing duty to Sri Dm Mohammed, Mining Sirdar of East Dongri Chickli Colliery who had been stopped by the management from work, on the expiry of the validity of his medical certificate As a result of the strike launched by the Mining Sirdars, etc , the management could not provide work to other workmen numbering about 14,000, who had to be laid off

As a result of intervention of the officers of the Central Industrial Relations Machinery and the Directorate General of Mines Safety, the strike was called off on 13.5 72

Creation of new posts in the Ministry of External Affairs

6680- SHRI AMBESH . Will the Minister of EXTERNAL AFFAIRS be pleased to state ·

(a) the number of class I, II, III and IV posts which were created durling the last three years, in his Ministry,

(b) the number of posts filled up by Scheduled Caste and Scheduled Tribe officers out of them, and

(c) the number of reserved posts, category-wise, referred to him to convert the same into general vacancies ?

THE DEPUTY MINISTER IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SURENDRA PAL SINGH): (a) to (c) A statement is placed on the Table of the House. [*Placed in Library See* No LT—2078/72]

12 02 hrs

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED IMMINENT WATER CRISIS IN DELHI

श्री शशि भूषण (दिल्ली-दक्षिण) . अध्यक्ष महोदय, मे अविलम्बनीय लोक महत्व के निम्नलिखित विषय की ओर स्वास्थ्य और परिवार नियोजन मत्री जी का ध्यान दिलाता हूँ तथा उनसे अनुरोध करता हूँ कि वे इस के बारे मे अपना वक्तव्य दे—

'दिल्ली मे निकट भविष्य मे जल सकट का आशका के समाचार ।"

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (PROF. D P CHATTOPADHYAYA) Government are aware of the difficulties that have been reported from some parts of Delhi regarding water supply As soon as these difficulties came to notice, the

[Prof. D. P. Chattopadhyaya]

Ministry of Health took up the matter with the Delhi Municipal Corporation which is responsible for the supply of water and for its distribution in the Corporation area as also with the New Delhi Municipal Committee which is responsible for distribution arrangements in the N. D. M. C. area Some steps have been taken to provide relief to the consumers and further measures are in hand to prevent the situation from deteriorating.

A total supply of the order of 175 million gallons daily is being maintained at present in Delhi. This is about 10 million gallons daily more than the average supply in the last year and nearly 30 million gallons daily more than that in the previous year. However, difficulties are being experienced mainly because the demand is at its peak during summer months.

Scarcity in the N. D. M. C. area was reported from Moti Bagh I, Sarojini Nagar, Netaji Nagar, Kidwai Nagar, parts of Diplomatic Enclave and certain adjacent areas. The reasons for this scarcity have been identified to be (1) misuse of filtered water for lawns etc. and (2) breakdown of two water pumps out of 6 in use for pumping of raw water. As far as the second aspect is concerned, while steps are being taken to repair the water pumps, the commissioning of these pumps is likely to take some time. Immediate relief would lie in preventing the misuse of filtered water for lawns etc. For this purpose, the New Delhi Municipal Committee has already served notices for stopping such misuse in 120 consumers and action has been initiated for stopping the connections of defaulters. It is expected that as a result of this step, there would be a net increase of the order of about 4 million gallons daily in the availability of filtered water for drinking purposes.

In the Corporation area difficulty was experienced in R. K. Puram, Moti Bagh II, parts of East Nizamuddin, city area, Sadar Pahar Ganj and Rajinder Nagar. The main difficulty in these parts is on account of the situation of the affected building on higher elevation and on the tail-end of the distribution lines. The Municipal Corporation of Delhi has already taken some corrective action in respect of management of the distribution lines with a view to rectifying imbalances in supply. Further with a view to alleviating the difficulties of these areas, the Corporation has also pressed in to commission 20 water tankers.

Since the difficulties experienced in parts of Delhi came to notice in April this year, it has been possible to step up the supply of water by 2 million gallons daily. This has provided some relief to the consumers. Measures are also being taken quickly to augment the existing supply by another 6 million gallons daily and it is hoped that the supply will increase within a few days.

We are fully aware of the difficulties and I wish to assure the House that we will take all measures which lie within our means to prevent the situation from deteriorating and to provide relief to the consumers. As a result of these measures already taken and those in hand, we expect that the situation will continue to improve.

श्री शशि भूषण : अध्यक्ष महोदय, मंत्री महोदय ने बताया है कि वे इस वक्त लगभग 17 करोड़ 50 लाख गैलन पानी दिल्ली में सप्लाई करते हैं, लेकिन दिल्ली की जरूरत के मुताबिक कम से कम 24 करोड़ 50 लाख गैलन पानी की आवश्यकता है। इसी बीच में ओखला वाटर प्लांट खराब हो गया है और स्वास्थ्य विभाग ने उसके खराब होने की घोषणा भी कर दी है, लेकिन उसके बावजूद भी लगभग 30 लाख गैलन दूषित पानी प्रतिदिन वहां से दिया जा रहा है।

वितरण की व्यवस्था भी असन्तुलित है। एक ही इलाके में—मैं रामकृष्णपुरम के बारे में जानता हूँ—चतुर्थ श्रेणी के जो एम्पलाइज हैं उनके यहां पानी बहुत कम आता है और उनके बगल में जो पौश कालोनीज हैं, उनके यहां पानी अधिक आता है। यह भी देखने की बात है कि जब शहर में पानी का राशनिंग किया जाय तो बड़ों और छोटों को बराबर-बराबर पानी मिले—इस बात का पूरा ध्यान रखा जाय। लगभग 6 हजार नल दिन रात खुले रहते हैं, उनके बन्द करने की भी कोई खास व्यवस्था नहीं है, कोई चौकीदार नहीं है वैसे यह नागरिकों की

जिम्मेदारी है कि वे नल को स्वयं बन्द करें, लेकिन ऐसा हो नही पाता है। पाँच हजार ऐसे नल लगे हैं, जिन में मीटर नही है। दिल्ली नगर निगम इस योग्य नही है कि इस को ठीक तरह से चला सके। जिस तरह से केन्द्र ने डी० टी० यू० अपने हाथ में लिया है, क्या मंत्री महोदय दिल्ली की पानी व्यवस्था भी अपने हाथ मे लेने को तैयार है ताकि लोगों को सुविधा मिल सके।

राम गगा प्रोजेक्ट के सबंध मे आप को जल्दी तैयारी करनी चाहिए थी, उसके देर लगने के क्या कारण है तथा भविष्य मे पानी की कमी को आप कैसे दूर कर सकेंगे।

मैं इस मौके पर खास तौर से प्रार्थना करना चाहता हूँ कि नगर निगम बिलकुल योग्य नही है कि वाटर सप्लाई को ठीक ढग से चला सके। ये जन संघी "गुरु ब्राडकास्टिंग कारपोरेशन" तो खोलना चाहते है लेकिन देहली मे वाटर सप्लाई कायदे से नही चला सकते हैं—मै चाहता हूँ कि आप इसके लिए ठीक-ठीक उत्तर दीजिए।

श्री अटल बिहारी बाजपेयी (ग्वालियर) : पहले नई दिल्ली का पानी तो ठीक कीजिए, वह तो आप के हाथ मे है।

PROF D. P. CHATTOPADHYAYA : The total requirement which the hon. Member has indicated is perhaps on the basis that every individual should be provided with 60 gallons of water per day. Of course, this is desirable but, at the moment, it is not possible. We are supplying 48 gallons per day which compares favourably with what is being supplied in other cities like Bombay and Madras. We are working on the basis of giving 60 gallons *per capita* from next year or after that. The main responsibility, however, lies with the Delhi Municipal Corporation. I am told it is working on these lines. But the hon. Member is not correct when he suggested that Okhla is supplying 30 million gallons per day. It is supplying Presenly only 3 million gallons per day.

I entirely agree with the hon. Member that every possible misuse of water, particularly, in this season should be stopped and measures have already been taken to stop that. Notices have beed served on one hundred and twenty consumers and, if they are found not responding, their connections will be cut off.

I also entirely agree with the urgency referred to by the hon. Member about the expeditious execution of the Ramganga project. The steps have already been initiated in this regard. The Ramganga project will supply about 100 m. g. d. or 200 cusecs of water and, we hope, that water will be available to Delhi area within a few year but not beyond 1974.

We have some other projects also in hand so that the water scarcity in Delhi in future can be alleviated, that is, by reducing the seepage and the loss of water from Haryana canals which supply a lot of water for Delhi In transit, some big quantum of water is lost through seepage and evaporation. We are taking appropriate measures so that the canals are reconstructed in a way so that the seepage is minimised.

We are also thinking of exchange of treated sewage effluent with fresh water from Haryana and U. P. We have got Lakhwar Dam project and Dadahu Dam project in U. P. and some other projects in hand, the execution of which will, I believe, alleviate the problem of water scarcity in the city of Delhi.

श्री शशि भूषण : अध्यक्ष महादय, मैने एक प्रश्न तो यह किया था कि रामगंगा प्रोजेक्ट बीस साल से पेंडिग है वह क्यो नहीं पूरा हो रहा है, उसमे क्या देरी है और दूसरे दिल्ली मे जो एक तिहाई आदमी प्यासे रहते हैं उनको बचाने के लिए वाटर सप्लाई कम्पनी को क्या सरकार अपने हाथ में लेगी या नहीं ?

PROF. D. P. CHATTOPADHYAYA : Generally, the water supply is the responsibility of the local-self Government, the Municipal Corporation and the Municipality. At the moment, we have no proposal, that is, the Central Government, to take over the responsibility of water supply. But we are thinking of helping in every possible way the Corporation and the Municipality in fighting and tackling this problem.

श्री अमरनाथ चावला (दिल्ली सदर) : अध्यक्ष जी, मैं मंत्री महोदय का शुक्रिया अदा करता हूँ कि उन्होंने हाउस को आश्वासन दिया कि दिल्ली मे पानी की कमी को दूर करने के लिए कदम उठा रहे हैं और पिछले दिनों उन्होंने कुछ ज्यादा पानी भी दिल्ली को दिया । दिल्ली में बहुत सारे ऐसे इलाके है जहाँ पर ऊपर की स्टोरेज पर पानी चढ़ता ही नही है । यहाँ पर कहा गया कि अप्रैल में यह चीज नोटिस में आई लेकिन दिल्ली से आमतौर पर सभी जानते है कि बहुत सारे इलाके है जहाँ पर ऊपर की स्टोरीज मे 12 महीने में 8 महीने पानी चढ़ता ही नही है । बहुत सारे इलाके है जैसे रामकृष्ण पुरम्, सेक्टर 8, बंगाली मार्केट, पहाड़गंज, सदर बाजार, माडल टाउन, आजादपुर, जवाहरलाल नेहरू यूनिवर्सिटी कैम्पस वगैरह जहाँ पर पानी नही चढ़ता है । यह कहा गया कि रामगंगा प्राजेक्ट क तरफ ध्यान दिया जा रहा है । यह बात सही है कि कई वर्षों से यह मामला चल रहा है लेकिन आजतक यह पूरा होने को नही आया । मैं जानना चाहता हूँ 1967 में 40 मिलियन गैलन वाटर सप्लाई प्लाट इनागुरेट किया था हमारे माननीय सदस्य वाजपेयी जी ने और उस वक्त बताया गया था कि यह प्लान्ट अपनी पूरी कैपेसिटी पर आ जायेगा लेकिन आज तक वह नही आ पाया है ।

मैं यह भी जानना चाहता हूँ कि पिछले चार वर्षों के अन्दर कौन सी नयी स्कीम्स बनाई गई और कौन सी इम्प्लीमेन्ट की गई ? बहुत सारी रेकमेंडेशन्स लास्कर कमेटी ने की थीं कि किस तरह से पानी की हालत को बेहतर बनाया जायेगा तो उनमें से कौन सी रेकमेंडेशन आज तक इम्प्लीमेन्ट हुई है ? यह भी कहा गया था कि यहाँ पर दिल्ली में बहुत सारे ट्यूबवेल्स लगाए जायेंगे और यमुना की बेड में रैनी वेल्स लगाये जायेंगे। तो मैं जानना चाहता हूँ उन रैनी वेल्स का आज तक क्या हुआ ? क्या उनको बनाने की कोशिश की गई और उसमें कोई कामियाबी हासिल हुई या नहीं ?

मैं यह भी जानना चाहूँगा कि बहुत सारा पैसा खर्च किया गया नजफगढ़ झील पर सर्वे करने के लिए कि वहाँ से पानी की सप्लाई आगमेन्ट हो सकती है तो उस सिलसिले में आज तक क्या हुआ ? एक चीज मै और जानना चाहता हूँ क्या मंत्री महोदय, जिस तरह से ट्रांसपोर्ट की डिफीकल्टी को हल करने के लिए एक सेल बनाया गया है उसी तरह से एक ऐसा सेल बनाने के लिए तैयार है जो इस सारी चीज को देखे कि दिल्ली में आज पानी की कितनी जरूरत है, आइन्दा दस साल में कितनी जरूरत होगी और किस तरह से उसको हल किया जायेगा ताकि हर साल गरमी के मौके पर जो पानी की पेरीनियल शार्टेज आती है उससे दिल्ली की जनता को राहत मिल सके ? मै मंत्री जी से जानना चाहता है कि जिस तरह से इम्प्रूवमेन्ट हुआ है ट्रान्सपोर्ट को मिनिस्ट्री मे लेने से और उसका अलग कार्पोरेशन बनाने से, क्या वाटर सप्लाई अन्डरटेकिंग को भी अपने हाथ में लेने के लिए सरकार तैयार है ? मंत्री महोदय ने यह बताया है कि कोई रकाम उनके पास नही है, कोई सजेस्चन्स उनके पास नही है लेकिन जहाँ तक मुझे याद पड़ता है यहाँ पर पिछले सालों मे एक रिकमेडेशन आई थी कि वाटर सप्लाई सीवेज डिस्पोजल अन्डरटेकिंग और एलेक्ट्रिक सप्लाई अन्डरटेकिंग के कार्पोरेशन्स बना दिए जायें, उनके इन्डेपेन्डेन्ट आटोनामस बोर्ड बना दिए जायें, क्या ऐसी स्कीम का उनको इल्म है और अगर इल्म नही है तो क्या वे उसको जानने की और उस पर अमल करने की कोशिश करेंगे ?

PROF. D. P. CHATTOPADHYAYA : I do not know whether the impact of the measures taken by the Government in the last few years is visible or not, but the figures show that some-thing has been done. I may quote that in 1966-67, the average supply was 114 million gallons of water per day; in 1969-70 it was 139 million gallons of water per day; and now it is 175 million gallons per day. I admit that still this is not adequate, and so additional measures are being taken. But the measures which have already been taken have yielded some positive results

and that is clearly indicated by the figure just quoted.

About Ram Ganga Project, I would like to inform the hon. Member that the project has already been taken up by the U. P. Government, and for the project study at the preliminary level the Delhi Administration have provided some money to the U. P. Government. It is hoped that by 1974 this project will be completed. When this Ram Ganga Project is completed, we will get in Delhi an additional 100 million gallons per day.

The hon. Member has asked about the latest development on Ranney Wells. I am glad to inform him that this project is in an advanced stage of execution and it will perhaps be completed by the end of this year or some time in the next year, but as early as possible in the year 1973.

About taking over of the Delhi Municipal water supply organisations, we are aware that such a suggestion has been made. It is a suggestion for action and due note has been taken of it.

श्री अमरनाथ चावला : मै एक बात और जानना चाहता हूँ। क्या यह सही है यह जो आगमेन्टेशन का सवाल है इस सिलसिले मे 9 करोड़ रुपया जनरल विंग कार्पोरेशन ने देना था वह आज तक नही दिया गया है इसीलिए आगमेन्टेशन का काम रुकता है—क्या यह बात उनकी जानकारी में है ?

अध्यक्ष महोदय . एक दफा बैठकर दूसरी दफा फिर सवाल पूछने का प्रोसीजर नही है। दूसरे सवाल में इसका जिक्र वह कर देंगे।

श्री अटल बिहारी वाजपेयी : अध्यक्ष जी, यह सब कांग्रेस के ही मेम्बर्स है, एक आध इधर से भी बुलायें। पानी की सबको जरूरत है।

श्री सतपाल कपूर (पटियाला) : अध्यक्ष जी, जहाँ तक इस मामले का ताल्लुक है यह बड़ी सीरियस प्रौबलम है। आर० के० पुरम०, विनय नगर, डी० आई० जेड० एरिया और झुग्गी झोपड़ी वालो को पानी की बहुत दिक्कत है। पानी की सप्लाई का कोई इंतजाम नही है। और यह सारी प्रौबलम जो खड़ी हुई है इसका एक कारण यह भी है कि केन्द्रीय सरकार डेढ करोड़ रुपया सालाना दिल्ली म्युनिसिपल कारपोरेशन को इन एक्टिविटीज को तेज करने के लिए देती रही है। लेकिन दिल्ली म्युनिसिपल कारपोरेशन ने इस तरफ संजीदगी से ध्यान नही दिया। अखबारो मे कल ही यह आया है कि 50 लाख रु० इस काम को तेज करने की तरफ लगाया गया और एक करोड रु० सालाना, जो दिल्ली कारपोरेशन को मिलता रहा, उस फंड का मिसयूज कारपोरेशन करती रही है। वाजपेयी जी इनफौर्मेट कर के आये थे और गवर्नमेंट आफ इंडिया पैसे देती रही, लेकिन उस फंड का मिसयूज हुआ। इस की वजह से यह प्रौबलम खड़ी हुई।

जहा तक आप की स्कीम का ताल्लुक है मेरे एक सवाल के जवाब मे यह बताया गया था कि ये जितनी दिल्ली की कोलोनीज है, आर० के० पुरम०, विनय नगर, गोल मार्केट और झुग्गी झोपड़ी, साउथ एक्सटेंशन एरिया, यहा पर 9 घंट पानी की सप्लाई होती है। जब कि वास्तव मे यह बात गलत है। मेरे ख्याल मे दो घंटे से ज्यादा पानी की सप्लाई नहीं होती, और वह भी ग्राउन्ड फ्लोर म पानी सप्लाई होता है। उसका कारण यह है कि जो टैंक्स बने है उनकी 36,000 गैलन पर आवर डिस्चार्ज की कैपेसिटी है। लेकिन इस वक्त जो पानी का इनटेक हो रहा है वह 18,000 लिटर के हिसाब से हो रहा है, साथ ही टैंक भी बहुत पुराने है, उन की सफाई नही हुई है।

विनय नगर का जो एरिया है इसमें सी० पी० डबलू० डी० की पाइप लाइन है जो बहुत पुरानी है। दिल्ली मे तीन इन्स्टीट्यूशन्स इस वाटर सप्लाई को डील कर रहे है, दिल्ली म्युनिसिपल कार्पोरेशन, नई दिल्ली म्युनिसिपल कमेटी, सी० पी० डबलू डी०, तो जरूरत इस

[श्री सतपाल कपूर]

बात की है कि इन का प्रोपर कोआर्डिनेशन हो। दिल्ली कारपोरेशन बहुत इनएफिशियेंट लोगों के हाथ में है उन्होने इस चीज पर पूरा ध्यान नहीं दिया। इसलिए जरूरत इस बात की है कि जिस काम के लिए गवर्नमेंट आफ इंडिया ने रुपया दिया उस काम पर उन्होंने नहीं लगाया, सरकार इस वाटर सप्लाई के काम को अपने हाथ में ले, ताकि प्रोपर कोआर्डिनेशन हो सके उन संस्थाओं में जोकि आज कल पानी की सप्लाई डील कर रही हैं।

दूसरा सुझाव मेरा यह है कि रामगंगा प्रोजेक्ट स्कीम में दो साल की डिले हो गयी है, 1972 मे वह स्कीम पूरी होने वाली थी, अब उसको 1974 में कमप्लीट कर रहे हैं, तो क्या यह पौसिबिल नहीं है कि आप इस को एक साल में पूरा कर लें।

तो मैं जानना चाहता हूँ कि इमीडियेट रेमेडीज पानी की सप्लाई के बारे में आप क्या सोच रहे हैं। दिल्ली कारपोरेशन के बारे में गवर्नमेंट आफ इंडिया का क्या ऐटीट्यूड है। और रामगंगा प्रोजेक्ट को एक साल मे पूरा कर लेंगे। यह ठीक है कि दिल्ली कारपोरेशन ने इस काम को सीरियमली नही लिया, तो इस को आप एक साल में कमप्लीट करने के लिए सोच विचार कर सकते हैं कि नही।

PROF. D. P. CHATTOPADHYAYA : The hon. Member has again referred to the scarcity areas. We are aware that there are certain pockets in Delhi where because of the higher elevation of the flats the distribution of water is not satisfactory, because they are at the tail end of the distribution lines. So, we are quite aware of that. That is why measures have been taken so that the distri butive imbalances could be removed.

We are aware also of the extreme difficulty and acute scarcity of water for the jhuggi area people, and we have been assured by the DMC people that they have pressed into service more tankers and containers and the NDMC people are also looking after this thing by putting into commission more tankers and containers.

About coordination, I entirely agree with the hon. Member that there is necessity of more intimate and effective co-ordination between the three bodies, namely the DMC, the NDMC and the Cantonment Authorities. We, the Ministry also work as a sort of link in between them, but we do not know whether this sort of linkage will be regarded by the hon. Member as a coordinating action. But in any way, we are persuaded of the necessity of closer coordination, and the hon. Member's suggestion for action will be borne in mind and it will guide us in future action.

About the Ramganga project, I have referred to it already and said that the speedy execution of the project depends mainly on the U. P. Government, and we are informed that the U. P. Government has taken up the project in right earnest. Because of the scarcity of pipes the work was held up for some time. As I have already said, it is hoped to be completed by the end of 1974.

SHRI VIKRAM MAHAJAN (Kangra) : Time and again the DMC and the NDMC have let down the citizens of Delhi. The problem of shortage of water has become a recurring one. In fact, not only is this so, but whenever summer comes, the people are starved of water, and most of the taps normally dry up, and even in winter, the people who stay in the first floors rarely get the supply of water.

In 1966, when due to the supply of contaminated water, jaundice epidemic broke out, a committee was set up by the Central Government, known as the Naskar Committee and that committee had suggested that the Okhla plant should be shut down because it had become obsolete and become a source of contaminatinon. That was in 1966. Now, we are in 1972 and still that plant is working, despite several instances of contamination of water. In no country can bureaucracy get a way like this except in India, with such gross negligence and callousness. In no country are the citizens treated so

badly by the bureaucracy and yet the latter gets away from it except in India. Nothing has been done yet to those who were the cause of supply of contaminated water which was the cause of the spread of jaundice. Still, this very plant is working and supplying 6 million gallons of water per day. This is the report in the *Hindustan Times* editorial today.

Since there is shortage of supply every year and it is a recurring problem, what prevented two Corporations from estimating the demand a year earlier and meeting the same ? Why were steps not taken to meet the shortage and a long-range plan drawn up, because this is not the first year, but this is practically the seventh or eighth year when the problem has been recurring. That is the first question.

Will the hon. Minister give us an assurance that during next summer, there will be no shortage of water supply ?

Thirdly, will he appoint a Parliamentary Committee to find out who were responsible and who were the cause of the delay in planning up the entire demand and anticipating the demand and because of whose negligence there has been shortage of water supply in this city.

PROF. D. P. CHATTOPADHYAYA : About the Okhla project, I think there is some substance in what the hon. Member has said. Once it was found that the water supply from that source was contaminated. But it may be stated in this connection that Okhla water is being replaced by Wazirabad water. Normally the Okhla plant is not in commission. Only in emergencies we operate it. I can assure you, Sir, and through you the hon. Member that whenever it is operated, it is operated with extra caution. We see to it that contaminated water is not supplied. Experts, engineers and technicians are there and the water supply therefrom is being constantly tested for quality. I can assure the hon. Member that the water is safe. Nonetheless, Okhla water has been replaced by Wazirabad water.

As for the projection of supply and demand of water in the near future, in 1974 it is estimated that the population will go up to 3·47 lakhs requiring 282 mgd; in 1981 it will go up to 64 million requiring 384 mgd. It is a long-term project with a statistical margin of error this way or that. Our estimate is that people will be needing some 69 million gallons per day. So it is not correct to say that there was no projection of estimate. There was and it will be found that something has been done about it. In April 1971, the NDMC and DMC supplied 161 million gallons per day. Now they are supplying 176. So the supply in the last year was 15 million gallons less. Even then scarcity conditions persist. We have explained the measures we have taken in the meanwhile. I think this will satisfy the hon. Member.

SHRI H. K. L. BHAGAT (East Delhi) : We are not satisfied with the Minister's statement. Water conditions here are chaotic. With great respect to the Minister, the facts he has given are not correct.

श्री अटल बिहारी वाजपेयी : दिल्ली कारपोरेशन एक चुनी हुई संस्था है । क्या सदन को उस चुनी हुई संस्था को बदनाम करने का साधन बनाया जायेगा ? आप राज्यों के बारे मे सवाल उठाने की इजाजत नही देते ।

अध्यक्ष महोदय : क्या करें ?

श्री अटल बिहारी वाजपेयी : आप देख रहे है कि एक के बाद एक कांग्रेस मेम्बर बोला है । वह माँग करते है कि वाटर सेटर अपने हाथ मे ले ले । नई दिल्ली म्यूनिसिपल कमेटी सेंटर के हाथ मे है, वहाँ पानी की कमी क्यो है ? दिल्ली कारपोरेशन मे मेरी पार्टी बहुमत मे है । इस सदन में उसे बदनाम करने की कोशिश की जा रही है ।***

MR. SPEAKER : What he has said will not go on record.

श्री सतपाल कपूर : एन० डी० एम० सी० को पानी कारपोरेशन देता है । (**व्यवधान**)

*** Not recorded.

श्री अटल बिहारी वाजपेयी : इस को भी राजनीति में घसीटा जा रहा है । (**व्यवधान**) किस राज्य में पूरा पानी मिल रहा है जहां पर आप की सरकारें बनी हुई हैं ? (**व्यवधान**)

अध्यक्ष महोदय : ऐसा करने से क्या यह मसला हल हो जायेगा ?

श्री अटल बिहारी वाजपेयी : आप का किसी पर भरोसा नहीं है । दिल्ली कारपोरेशन एक चुनी हुई बाडी है । आप इस को रोकें ।

अध्यक्ष महोदय क्यों रोकें ? उनका राइट है । उनको राइट है पूछने का ।

श्री अटल बिहारी वाजपेयी : आप उन को बोलने दें, मुझे भी मौका दीजिए ।

अध्यक्ष महोदय नहीं ।

श्री अटल बिहारी वाजपेयी सारे देश में पानी की कमी है ।

अध्यक्ष महोदय चूंकि आप की सरकार है दिल्ली में, इसलिए मैं इजाजत न दूं ? यह कैसे हो सकता है ? जन संघ की सरकार है दिल्ली में इसलिए कोई बात ही नहीं ? (**व्यवधान**) इतने बड़े देश में कांग्रेस की सरकार है, उसके लिए आप कहते रहते हैं । छोटी सी दिल्ली में जनसंघ की सरकार है, इसलिए आप इसको बर्दाश्त नहीं करते । I do not like it. It is unfair

SHRI ATAL BIHARI VAJPAYEI You may not like but I am here to defend the interests of my party. The Delhi Corporation is an elected body Should you allow it to be maligned like this

श्री एच० के० एल० भगत पानी की शार्टेज दिल्ली में है और लाखों लोग परेशान हैं, और यह उसका डिफेन्ड कर रहे हैं ? (**व्यवधान**)

श्री अटल बिहारी वाजपेयी : क्या दिल्ली कैन्टोन्मेंट में पानी की शार्टेज नहीं है ?

श्री एच० के एल० भगत : वहां कौन पानी देता है ? कारपोरेशन देता है । एन० डी० एम० सी० को भी पानी कारपोरेशन देता है । एन० डी० एम० सी० के पास पानी का जेनरेशन नहीं है । जेनरेशन आफ वाटर कारपोरेशन के पास है ।

अध्यक्ष महोदय आर्डर, आर्डर ।

श्री फूलचन्द वर्मा (उज्जैन) नई दिल्ली के पास है, आप को मालूम नहीं है ?

श्री एच० के० एल० भगत नई दिल्ली के पास नहीं है । जेनरेशन सिर्फ कारपोरेशन के पास है ।

अध्यक्ष महोदय इसका मतलब तो यह हुआ कि अगर पानी का छोड़ कर यहां सब कुछ बन्द हो जाय तो मैं उसका इजाजत न दूं क्योंकि कहीं वाजपेयी साहब नाराज न हो जाएं ।

श्री अटल बिहारी वाजपेयी : अगर वह सेटर के हाथ में आयेगा तो क्या पानी आ जायेगा ? (**व्यवधान**)

श्री फूलचन्द वर्मा : पूरे मध्य प्रदेश में पानी की समस्या है । (**व्यवधान**)

अध्यक्ष महोदय अगर ऐसी बात हो तो वेग हो, तो बात दूसरी है । लेकिन पानी के मामले में कोई डिस्टिंक्शन नहीं है । यह कमी सिर्फ एन० डी० एम० सी० ही में नहीं है, दूसरी जगह भी कमी चल रही है । सभी जगह चल रही है । (**व्यवधान**)

12 37 hrs

RE: ALLEGED DONATION MADE BY A COMPANY TO THE RULING CONGRESS FOR ELECTION CAMPAIGN

SHRI H. N. MUKERJEE (Calcutta-North-East) : I have been raising a number of times but every time is it the lung power that controls this House or what, I do not

know. I have sent you a communication and the only intimation that I got was that you had sent it to the Finance Minister. You are welcome to consult wherever you like. But the issue concerns the House as a whole and you as the Speaker of this House and I wish that some decision is taken by you, may be, after consultation with whoever you wish, the Finance Minister of X or Y or Z, I do not mind. But what I feel is that it was very serious. I refer to what happened yesterday and I should like very serious notice is taken of it. I am not insisting in so far as you are concerned because you will take notice. But Government may, in view of its preponderent majority in this House try to steamroller every constitutional propriety item- That is why I wish you to take a serious view of the matter. I am not happy that I am told only that you have sent it to the Finance Minister

MR. SPEAKER : So far as this matter is concerned, it came before the House yesterday when I was not present. The Chairman was presiding The facts were denied by the Government. In that case I am helpless.

SHRI SHYAMNANDAN MISRA (Begusarai) : There is no question of Government denying it. Here is a person who has footed the bill to the extent of Rs. 5 lakhs for the benefit of the ruling party.

SOME HON. MEMBER : No.

AN HON MEMBER : It is a forged document...(*Interruptions*)

SHRI VIKRAM MAHAJAN (Kangra) : Why cannot they place the original letter ?

SHRI SAYAMNANDAN MISHRA : My point is this. Here is a breach of the law. There is a complete ban on donations by companies. Here is an underhand means of breaching the Company Donation Act. Where is the question of Government denying it ? How can anybody accept the Government's denial ? Please do not misinterpret what you want to do about this matter.

SHRI ATAL BIHARI VAJPAYEE (Gwalior) : You should appoint a Parliamentary Committee to go into this matter.

SHRI SHYAMNANDAN MISHRA : It is not a matter to be denied by the Government. Here is an allegation against the Managing Director of a company, who has taken to clandestine means of making donations to a political party. Here is a breach of the law passed by Parliament. Why are you asking the Government to deny it ? We have never asked the Government to deny it or accept it. It has got financial and legal implications.

MR. SPEAKER : You say something and they say "no". I have no authority to do anything. If the Government has failed, there are other remedies open to hon. Members.

SHRI SHYAMNANDAN MISHRA : This matter requires to be probed as to wherefrom this gentleman got Rs. 5 lakhs.

MR. SPEAKER : You can censure the Government. You can bring a no-confidence motion or any other thing. (*Interruptions*) All of you are speaking. I am not listening to anything

SHRI ATAL BIHARI VAJPAYEE : It is not a question of Government denying it. If a company has donated some money to a political party, the Minister for Company Affairs should come before the House and make a statement. If the House is not satisfied, we can request you to appoint a parliamentary committee to go into the matter.

MR. SPEAKER : The Minister has already made a statement denying it. Now, papers to be laid

SHRI SHYAMNANDAN MISHRA : Can the House be treated so lightly ? We have raised certain issues about breach of law. We cannot allow the minister to get away with it like this. We want an assurance that this matter would be probed. (*Interruptions*).

MR. SPEAKER : I am not able to listen to anybody.

SHRI SHYAMNANDAN MISHRA : An industrialist makes a generous donation

[Shri Shyamanandan Mishra]

to Government and is corrupting the whole thing. (*Interruptions*).

MR. SPEAKER : All of you are speaking. I am not listening to anything.

SHRI P. K. DEO (Kalahandi) : On a point of order, Sir. I would request you to recollect the historic ruling of Sardar Hukam Singh on the production of a CBI report by myself. I placed it on the Table of the House after being authenticated by me that it is a true copy There was a debate on it. That was only a copy. Here is a photostat copy and it has been authenticated by the producer and the House has taken cognizance of it. (*Interruptions*).

MR. SPEAKER : The Chairman asked the Minister to explain and the Minister has denied it and said that it is absolutely wrong. Now it is for you to come with any proposal or any motion you like. (*Interruptions*).

SHRI SHYAMNANDAN MISHRA : Does this matter require to be defended by the government on behalf of Shri Goenka ? The charge is that Shri Goenka has done it...(*Interruptions*)

MR. SPEAKER : If Shri Goenka has done it, he is some private person. Where does the Minister come in ?

SHRI VIKRAM MAHAJAN : If some industrialist has done it, why can't they file a complaint against him so that he can be prosecuted ?

SHRI H. N. MUKERJEE : When I raised this point yesterday I did not want to have a purely political reply. On an earlier occasion, in the first Parliament I produced a photostat copy of a document which was aimed at the Deputy Minister of those days, Shri Arun Chandra Guha, and the then Speaker, Shri Mavalankar, directed that the government should also prepare a statement in answer to the statement which I had made in support of my photostatic document. In this case, what has happened ? A photostatic document reflecting upon the conduct of the Congress Party during the last elections, rightly or wrongly I do not know, a photostatic document is placed on the Table of the House...(*Interruptions*) The hon. Minister has denied it in the air...(*Interruptions*) He has not given any documented reply...(*Interruptions*)

MR. SPEAKER : If there is something which can be taken up in some other forums, as the Election Commission or some other body, a matter between an organisation and on individual, how do the government come in ?

श्री अटल बिहारी वाजपेयी : यह बात नहीं है। सवाल यह है कि पार्लियामेंट ने जो कानून बनाया है वह तोड़ा गया है या नहीं ?

MR. SPEAKER : If the Ministry have failed, there is other remedies available ...(*Interruptions*) Why don't they give notice of a censure motion ?

SHRI G. VISWANATHAN (Wandiwash) : Sir, I have written to you about this allegation. We want to know what action you are going to take. We have no other remedy...(*Interruptions*)

MR. SPEAKER : Yesterday they made a charge and the Minister in his statement said that it is wrong.

SHRI SHYAMNANDAN MISHRA : What is wrong ?

MR. SPEAKER : The allegation.

SHRI ATAL BIHARI VAJPAYEE : Does it mean that the photostat copy is forged...(*Interruptions*)

SHRI SHYAMNANDAN MISHRA : Has the Minister consulted Shri Goenka before replying ?

MR. SPEAKER : If it is a matter between an organisation and an individual, where does the failure or the conduct of the government come in ? (*Interruptions*)

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, I rise on a point of order.

May I make a submission. Let it not provoke anybody because I have no intention of throwing mud on anybody. A photostat copy of a document came into my hands, which I have placed before the House. A copy, duly authenticated by me, is on the Table of the House now...

SHRI B. P. MAURYA (Hapur) : It was not allowed to be laid on the Table of the House...(*Interruptions*). If there is any doubt on this point, it can be clarified by the Chairman who was in the chair then... (*Interruptions*)

SHRI JYOTIRMOY BOSU : I handed it over to Shri Swell, who directed me to do so. He asked me to sign that document and I signed it. Now, it is upto the Government to seek or not to seek protection under your Table...(*Interruptions*) All that I want to say is that the accused should not be asked to sit in judgement. I am charging the Government of doing something which is wrong. You appoint an all-party parliamentary committee to go into the matter. We want your ruling on this. If you do not give it, we shall walk out of this place.

MR. SPEAKER : He has raised a point of order. I have already said it...

SHRI S. M. BANERJEE (Kanpur) : May I make a submission ? (*Interruptions*)

MR. SPEAKER : He thinks, when he stands the Speaker must sit down. He is an old parliamentarian. So, I have sat down. He does not care for it. Let him also come forward with a point of order. What to do now ?

Now, the question is very simple. There is a certain allegation against the Congress organisation. Some individual did something to publish certain posters in favour of a political organisation. The party here functions as a Government. If they think that there is some allegation against the Government, they should come with a regular motion. They don't bring any motion. (*Interruptions*)

SHRI JYOTIRMOY BOSU : We all walk out.

SHRI ATAL BIHARI VAJPAYEE : We would like to walk out. (*Interruptions*)

Some hon. Members then left the House

SHRI H. N. MUKERJEE : Sir, do I understand that you have disposed in this manner of the letter which I had written to you this morning ?

MR. SPEAKER : That I have sent to the Minister.

My own view is that when you raised this point yesterday, the Chairman referred it to the Minister and the Minister said no. If you think that some individual has done something in favour of some political party and, if you think that there is a matter which should entitle you to censure the Government, you come with a regular motion.

SHRI H. N. MUKERJEE : The point is different. The Point here is that under the rules of Parliament, the document is laid on the Table of the House...(*Interruptions*)

MR. SPEAKER : It was not laid on the Table nor it was allowed to be laid on the Table. It has nothing to do with the proceedings.

SHRI H. N. MUKERJEE : They do not have the guts to reply and give an objective argument. Is that the way the Parliament functions ? (*Interruptions*)

MR. SPEAKER:**

SHRI H. N. MUKERJEE : On the Parliamentary record, we have a document which has remained unanswered. Is that the way the Parliament functions ? (*Interruptions*)

MR. SPEAKER : Let old Members guide me. Can anything be discussed in the

** Delected as ordered by the Speaker.

[Mr. Speaker]

House without any motion ? You do not come with a motion and you keep on shouting only.

SHRI H. N. MUKERJEE : Here, on this occasion, the parliamentary record is cluttered with a document. It goes unanswered. I go with an impression that it is a correct allegation. The whole country gets an impression that it is a correct allegation... (*Interruptions*)

Shri H. N. Mukerjee then left the House

SHRI S. M. BANERJEE : I would like to say...(*Interruptions*)

MR. SPEAKER : They have all left now.

SHRI N. SREEKANTAN NAIR (Quilon) : Sir, nine people died in my constituency. It is a very serious and urgent matter...

MR. SPEAKER : On account of what ?

SHRI N. SREEKANTAN NAIR : On account of floods. Some time must be allotted tomorrow.

MR. SPEAKER : Give me something in writing. That will be followed by a statement from the Government.

SHRI S. M. BANERJEE : Sir, I wanted to say...

MR. SPEAKER : I am sorry, I cannot allow you. The matter about that letter is over now. I am not allowing you.

SHRI S. M. BANERJEE : That means, what the ruling party says will be taken as correct ? Should I take it that you are not the custodian of rights...

MR. SPEAKER : I am the custodian, but you are not taking it like that.

SHRI S. M. BANERJEE : The question is that one wants to say something. There is a point of order...(*Interruption*)

MR. SPEAKER : I have already given my very clear ruling and observation. I am not going to allow anybody to speak after that. Is it in connection with this matter ?

SHRI S. M. BANERJEE : It was in connection with this matter.

MR. SPEAKER : No, I am sorry.

Shri S. M. Banerjee then left the House

12.57 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER MINES AND MINERALS (REGULATION AND DEVELOPMENT) ACT AND REVIEW AND ANNUAL REPORT OF MANGANESE ORE (INDIA) LTD., NAGPUR

THE MINISTER OF STATE IN THE MINISTRY OF STEEL AND MINES (SHRI SHAHNAWAZ KHAN) : I beg to lay on the Table :

(1) A copy each of the following Notifications (Hindi and English versions) under sub-section (1) of section 28 of the Mines and Minerals (Regulations and Development) Act, 1957 :

(i) The Mineral Concession (First Amendment) Rules, 1972, published in Notification No. G. S. R. 319 in Gazette of India dated the 18th March, 1972.

(ii) The Mineral Concession (Second Amendment) Rules 1972, published in Notification No. G.S.R. 399 in Gazette of India dated the 1st April, 1972. [*Placed in Library. See* No. LT—2066/72.]

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :

(i) Review by the Government on the working of the Manganese Ore (India) Limited, Nagpur, for the year 1970-71.

(ii) Annual Report of the Manganese Ore (India) Limited, Nagpur, for the year 1970-71 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [*Placed in Library. See* No. LT—2067/72.]

12'58 hrs.

STATEMENT *RE.* DEMANDS OF THE EMPLOYEES OF THE EMPLOYEES' PROVIDENT FUND ORGANISATION

THE MINISTER OF LABOUR AND REHABILITATION (SHRI R. K. KHADILKAR): I beg to lay on the Table a statement on the demands of the employees of the Employees' Provident Fund.

Statement

I am glad to have an opportunity of making a statement on the demands of the employees of the Employees' Provident Fund, a subject which has exercised the minds of several Honourable Members.

2. The Employees' Provident Fund Organisation is a statutory one, set up under the Employees' Provident Funds and Family Pension Fund Act, 1952. Its main function is to collect Provident Fund contributions from employers and workers every month, to invest the accumulations in as profitable a manner as possible and to refund the amount standing in the name of each subscriber at the time he retires from service. Thus the Fund provides an important retirement benefit to our industrial workers. As the House is aware, by an amendment which was enacted last year, the Fund is also entrusted with the administration of a Scheme of Family Pension under which dependents of industrial workers who die while in service are paid a pension in addition to the accumulations standing in the name of the deceased subscriber.

3. The operation of the Scheme is entrusted to a tripartite Board of Trustees consisting of representatives of employers, workers and the Central Government and State Governments. The Organisation is an autonomous one but the Act reserves certain powers for the Central Government; these include the appointment of senior officers of the Organisation and approval of the pay and allowances and the terms and conditions of service of the employees of the Organisation. It is with this second matter that we are now principally concerned.

4. Till the year 1960, the pay and allowances of the employees used to be regulated by the corresponding terms and conditions of the respective State Governments; as members are aware, the Organisation has regional offices in all the States. In 1960, the Central Government decided, as a measure of concession to the employees, that the Central Government pay scales and terms and conditions of service should apply; this is the position now.

5. Of late, however, the employees have been asking that they should have separate and better pay scales of their own, unlinked and unrelated to Central Government scales. In particular, they have been saying that they should be equated with public sector organisations like the Life Insurance Corporation of India, the nationalised Banks and the State Trading Coropration. The Board of Trustees discussed this demand but were, on the whole, of the view that the Central Government scales should continue to prevail. Some members of the Board felt that as the Organisation is autonomous and not in receipt of any grants or other financial assistance from the Central Government it should have its own pay scales. The majority opinion, however, was that the work done by these employees is very similar to that in corresponding offices of the Central Government and that the Central Government pay scales were more appropriate than those of autonomous industrial undertakings like the Life Insurance Corporation, or the State Trading Corporation. Government have carefully considered this matter and in their view, the adoption of Central Government scales represented the right and correct course. The nature of the work and the degree of responsibility shouldered are similar to those in corresponding accounting organisations in

[Shri R. K. Khadilkar]

the Government. There seems to be inadequate ground for the demand that these employees should have better scales of pay; it is even more difficult to make out a case for equating them with employees in organisations like the Life Insurance Corporation of India or the State Trading Corporation. These are commercial, profit making organisations and have little in common with the nature of an Organisation like the Employees' Provident Fund. Whatever allowances or concessions are granted to Central Government employees are automatically passed on these employees. Although they are not formally covered by the Third Pay Commission, I understand that it is the intention of the Board of Trustees, after suitable consultation and discussion with the employees' Associations, to adopt the Third Pay Commission's recommendations with such modifications as may be considered necessary to suit the particular needs of this Organisation.

6. One other demand of the employees relates to the rates of House Rent Allowance. The Board of Trustees have made certain recommendations and these have already been partly accepted by Government and the employees of the Organisation at Madras, Calcutta, Delhi and Bombay are in receipt of higher House Rent Allowance than those payable to Central Government employees. The present demand is that this higher rate should be made applicable to all employees of the organisation and not only to those in the four cities, and secondly, that the rate of House Rate Allowance in the four cities should be further raised. Government have not so far found it possible to accept this but I have decided that the matter should be considered again and I hope that an early decision on this will be taken by Government.

7. The employees have also raised a number of other demands concerning workloads, avenues for promotion etc. I understand that the Board of Trustees have decided to set up a Small Committee which will consider these demands in consultation with the representatives of the employees Federations. I am sure that all these demands will ba considered with care and sympathy and settled to the satisfaction of both sides.

8. I recognise that there must be adequate channels of coumunication between the employees and the management of the organisation. There is already some degree of consultation and mutual discussion but I am now considering what further steps should be taken to improve this process and to lay down machinery and procedures analogous to those obtaining in the Joint Consultative Machinery of the Central Government. I trust that when this is done the relations between the management and employees will be put on a sounder and more satisfactory basis. As I have stated above, the Organisation has been set up to provide an important retirement benefit to our industrial workers. The Organisation will justify itself only to the extent that it renders this service to the workers with promptitude and efficiency. In this the Organisation have an important part to play. While I recognise that they should be entitled to an adequate level of emoluments and fair terms and conditions of service, I would equally emphasise their responsibility to ensure that in the discharge of their duties, the interests of our workers are given the first and foremost place.

12.58 hrs.

FINANCE BILL, 1972—*Contd.*

Mr. SPEAKER : We shall now resume further clause-by-clause consideration of the Bill to give effect to the financial proposals of the Central Government for the financial year 1972-73.

There are no amendments to Clauses 29 to 68. The question is :

"That Clauses 29 to 68 stand part of the Bill."

The motion was adopted.

Clauses 29 to 68 were added to the Bill

Clause 69—*Amendment of Bengal Act VI of 1941 as in force in Delhi.*

Mr. SPEAKER : There is one amendment by Government.

Amendment made :

Page 35, line 24,—

after "under this Act"

insert—

"whether such tax (including penalty) has been assessed before his death but has remained unpaid or is assessed after his death".(8)

(Shri Yeshwantrao Chavan)

MR. SPEAKER: The question is :

"That Clause 69 as amended, stand part of the Bill."

The motion was adopted.

Clause 69, *as amended, was added to the Bill.*

First Schedule

MR. SPEAKER : There are two amendments in the name of Shri G. Viswanthan. He is not here now.

The question is :

"That the First Schedule stand part of the Bill."

The motion was adopted

The First Schedule was added to the Bill
The Second Schedule was added to the Bill.

Third Schedule

MR. SPEAKER : There are many amendments but the Members are not present. I think we may take this up after lunch.

We now adjourn for lunch and meet at 2 p. m.

13 hrs

The Lok Sabha adjourned for Lunch till Fourteen of the Clock

The Lok Sabha re-assembled after Lunch at three minutes past Fourteen of the Clock

14·3 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

FINANCE BILL, 1972—*Contd*

THIRD SCHEDULE—*Contd*

MR. DEPUTY-SPEAKER : We shall now resume further clause-by-clause consideration of the Finance Bill. We take up now the Third Schedule. There are some amendments to this Schedule. Hon. Members who want to move their amendments thereto may do so now.

SHRI VIRENDRA AGARWAL (Moradabad) : I beg to move :

Page 55, *omit* lines 26 to 28. (2)

Page 56, *omit* lines 38 to 40 (3)

SHRI SHIVNATH SINGH (Jhunjhunu) : I beg to move :

Page 61, *omit* lines 10 to 15. (6)

SHRI G. VISWANATHAN (Wandiwash) : I want to move amendments Nos. 15 and 16.

MR. DEPUTY-SPEAKER : They are barred because they are the same as amendments Nos. 2 and 3 moved already.

Amendments Nos. 2, 3 and 6 are now before the House.

SHRI VIRENDRA AGARWAL : I would like to say one word about amendment No. 2. Kerosene is an item of mass consumption. The Finance Minister in the Union budget has imposed a levy of Rs. 59·7 per Kl. which is roughly about six paise per litre, and which has resulted in additional revenue of Rs. 29·80 crores in one full year. There was wide resentment on this additional levy on kerosene in the country, and practically every Member of this House, irrespective of political affiliation, had opposed this additional levy on kerosene. The Finance Minister at that stage was kind enough to reduce it from six paise to four paise per litre which amounted to a loss of Rs. 12

[Shri Virendra Agarwal]

crores. Four paise per litre on kerosene as additional levy still remains. This particular levy has placed hardships on the entire society. The index of the kerosene oil, by itself, has gone up by 0·4 percent in the first two weeks after the presentation of the budget. Its repercussions are so deep and wide that it would simply spread darkness further in the country, particularly so in the rural areas. And that is why I am very keen to move this amendment and to plead with the Finance Minister that a Government which is committed to socialism which essentially implies raising the living standard of the common man, the poorest section of the society, should not impose this particular levy on the poorer sections of the community, on the common man. That is why I would again plead with the Finance Minister to reconsider if this additional levy could be withdrawn. Of course, I know that the Finance Minister has got a very basic responsibility of mobilising additional resources. While raising additional resources he should also see that the additional levy does not affect the poorer sections of the society. Similarly, we also expect the Finance Minister to see that these additional levies do not adversely affect the growth as well. But, in this case, the common man in this country has been so much adversely affected that all the ideals which the Congress Party claim to stand for and talks so much at public and in Parliament will be defeated if a levy of this nature is placed on an item which is consumed by everybody in this country.

With these words, I would request the Finance Minister to reconsider this.

SHRI G. VISWANATHAN : I have got two amendments.

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN) : What are your amendments ?

SHRI G. VISWANATHAN : 14 and 15.

The first relates to kerosene. As has been pointed out already, the levy of six paise per litre on kerosene which was originally put by the Finance Minister has been reduced by him by two paise. They say that they are going to help the poor by the fiscal measures and monetary policies. But if you see what has happened all these years, all the five-year plans, all their monetary policies and fiscal measures, you will find that they have utterly failed to improve the lot of the poor. Sir, when the situation is like this, why should we tax the poor man by taxing kerosene ? The argument of the Minister is that he is not interested in taxing the poor man but that kerosene is adulterathe in diesel oil which is used in vehicles, partd cularly in lorries. I am surprised to see tiargument of the Minister. It is the duty he the Government to see that adulteration of stopped. Instead of taking measures to stois the adulteration, he wants to tax the commop man, the poor man For the inefficiency of the Government, why should the common man be taxed ? That is our argument I think, it is proper and just, when they say that they want to remove or liquidate poverty, that this tax on kerosene is removed.

My other amendment, No. 16, relates to fertiliser. When we want to maximise agricultural production, all the measures which we are now taking seem to go against the farmers. He has already taxed pumpsets, and he wants to increase the tax from 10 to 15 per cent on fertilisers. This will definitely go against our green revolution. Already our farmers are doing a good job Fertiliser is a vital thing for agriculturel, and if you increase the price of agricultural inputs like fertiliser, naturally the cost of agricultural products will go up. The taxes on fertiliser and pumpsets, both put together, will adversely affect our green revolution, our farmers. Hence, I would request the Minister to reconsider this aspect, at least the levy on fertiliser, and see that the status quo is maintained.

MR. DEPUTY-SPEAKER : Shri Dinen Bhattacharyya's amendment No. 11 is the same as No. 2 which has been moved. He may speak.

SHRI DINEN BHATTACHARYYA (Serampore) : My amendment relates to the levy on kerosene and fertilisers. I do not know why Shri Chavan has chosen to tax kerosene. Even now the purchasing power

of our rural population is so low that they cannot buy kerosene without the tax now imposed. Further levy of taxation will make matters worse for them. His original proposal was to levy 6P to a litre. He reduced it by 2P. If he gives up the balance 4P also, that will be helpful to the poorer section of the people. The rich people do not at all use kerosene. Even the other day the Minister of Civil Aviation was referring to the rise in the cost of kerosene which would add to the operational cost of civil aviation. So on any count it cannot be supported.

As for the levy on fertiliser, at least the poor and middle section of the peasantry should be exempted from this taxation.

MR. DEPUTY-SPEAKER : Which amendment ?

SHRI DINEN BHATTACHARYYA : In my amendment, I only say that the poor and middle peasantry should be exempted from this additional taxation. The rich farmers have the capacity to pay. They pay the tax and get it back in other ways by manipulation. But the poor always suffer. So they should be exempted.

SHRI VIRENDRA AGARWAL : I have not spoken on the levy on fertiliser. I would like to speak on it.

श्री शिवनाथ सिंह (झुंझुनू) : उपाध्यक्ष जी, थर्ड शेड्यूल में मेरे दो अमेन्डमेन्ट्स है—एक तो केरोसिन आयल के सम्बन्ध में है और दूसरा ऐलेक्ट्रिक मोटर पंपिंग सैट्स के संबंध में है। जैसा कि अभी माननीय सदस्यों ने कहा है केरोसिन के लिए हमारे वित्त मंत्री जी ने बहुत स्पष्ट रूप से पहले कह दिया था और अब भी जब फाइनेन्स बिल इन्ट्रोड्यूस किया तब भी स्पष्ट कह दिया कि इसमें दोबारा वह रिलैक्स नहीं करना चाहते लेकिन सभी माननीय सदस्यों की यह राय है और सदन के बाहर भी लोगों की यही राय है कि केरोसिन पर जो टैक्स लगा है, 6 पैसे पर-लीटर पहले था और अब दो पैसे घटाकर 4 पैसे रखा है—वह वाजिब नहीं है। अगर इस सम्बन्ध में रिथिंकिंग हो, इसको रिकन्सीडर किया जावे तो बहुत वाजिब होगा क्योंकि जहां तक किरोसिन का सवाल है वह पूअर क्लास से ही संबंध रखता है। आज अगर आप एलेक्ट्रिसिटी कंजमशन पर टैक्स लगायें तो कोई एतराज की बात नहीं है क्योंकि शहरों में बड़े-बड़े आलीशान मकान बने हुए हैं जोकि एलेक्ट्रिक को कंज्यूम करते हैं। लेकिन झोंपड़ी में रहने वाले गरीब लोग चिराग भी न जला सकें यह बात वाजिब नही है। इसलिए मै निवेदन करना चाहता हूँ कि मंत्री जी अगर इस पर रिथिंकिंग र सकें तो करें। यह बात सही है कि एक्सचेकर पर इसका बर्डन पड़ेगा, इसको हटाने से रिसोर्सेज कम होंगे लेकिन दूसरे आइटम्स पर टैक्स लगाकर इस कमी को आप पूरा कर सकते हैं।

जहां तक एलेक्ट्रिक मोटर्स पर टैक्स का सवाल है, आज इस प्रकार की टेन्डेन्सी बन गई है कि हम सोचते हैं कि देश में हरित क्राति आ गई और किसान पैसे वाला हो गया है। मै मानता हूँ कि कुछ बड़े-बड़े किसान पैसे वाले बने है लेकिन वह वही किसान हैं जिनके पास बड़ी-बड़ी जमीनें हैं। हम देखते है कि पाँच परसेन्ट किसान ही ऐसे है जिनको कि आप बड़ा किसान कह सकते है लेकिन 95 परसेन्ट किसान जो है वह छोटे और आम दर्जे के किसान है इसलिए उनके काम में आने वाली चीजों पर टैक्स नही लगना चाहिए। पिछले साल ट्रैक्टर्स पर टैक्स लगाया गया और यह दलील दी गई कि बड़े-बड़े किसान ही ट्रैक्टर्स को इस्तेमाल करते है। मै मानता हूँ बड़े किसान ट्रैक्टर्स को काम में लाते हैं लेकिन जो गरीब और छोटे किसान हैं वे भी ट्रैक्टर्स का इस्तेमाल करते हैं। पिछली बार जब ट्रैक्टर्स पर टैक्स बढ़ा तो उसका नतीजा यह हुआ कि एग्रो-इन्डस्ट्रीज कार्पोरेशन्स जो है, मैं राजस्थान का उदाहरण देना चाहता हूँ कि वहाँ पर ट्रैक्टर्स की माँग एक चौथाई भी नहीं रह गई। यही हालत एलेक्ट्रिक मोटर्स पम्पिंग सेट्स की हो गई है। इसलिए सरकार को इस तरह से टैक्स लगाना चाहिए जिससे छोटे किसानों को हार्डशिप न हो। आप जो टैक्स बढ़ाते हैं उससे गवर्नमेंट की रेवेन्यू बढ़ती है लेकिन साथ ही साथ ग्रीन रेवोल्यूशन पर उसका एडवर्स इफेक्ट

[श्री शिवनाथ सिंह]

भी पड़ता है। इस प्रकार से जो चार पाँच या दो एकड़ वाले किसान हैं जोकि एलेक्ट्रिक मोटर पम्पिंग सेट्स लगाकर अपनी पैदावार बढ़ाना चाहते हैं उनकी माली हालत पर बुरा असर पड़ेगा। तो मेरा निवेदन है कि सरकार को इन बातों को अपने ध्यान में रखना चाहिये कि एग्रीकल्चरल प्रोडक्ट्स पर कोई एडवर्स इफेक्ट न पड़े। इन सारी बातों को अपने ध्यान में रखकर ही टैक्स लगाये जाने चाहिए। इसलिए एलेक्ट्रिक मोटर पंप्स पर जो टैक्स रखा है उसको कम किया जाए।

इसके साथ ही साथ फर्टिलाइजर के संबंध में माननीय सदस्यों ने यहाँ पर जो कहा है मैं भी उनका समर्थन करता हूँ। फर्टिलाइजर की कीमत आज बहुत बढ़ गई है। साधारण किसान के लिए आज फ़र्टिलाइजर को काम में लाना बड़ा मुश्किल हो गया है। बड़े-बड़े किसान ही फर्टिलाइजर को काम में ला सकते हैं। मैं निवेदन करूंगा कि फर्टिलाइजर पर भी टैक्स को कम किया जाए।

इन शब्दों के साथ मैं अपने अमेन्डमेन्ट्स को पेश करता हूँ।

MR. DEPUTY-SPEAKER : To avoid violating the rule that a Member should not make a second speech an the same subject, I would suggest that Members should speak on all the amendments to a particular schedule or a particular clause. Now, in this case, since Mr. Virendra Agarwal has not spoken on fertiliser, I will allow this as a special case without setting any precedent.

Secondly, although normally those Member who have given notice and have moved their amendments should speak and others normally do not, since there is some time to make a relaxation for today, without setting a precedent again, I will allow this. Mr. Banerjee has also asked for permission to speak.

SHRI PARIPOORNANAND PAINULI (Tehri-Garhwal) : As a special case, you can also kindly allow me to speak.

MR. DEPUTY-SPEAKER : I will allow only four Members.

SHRI VIRENDRA AGARWAL : Sir, I just want to say one or two words on fertiliser. A number of Members have spoken about the importance of fertiliser for raising the agricultural productivity in the country. The country is talking a great deal in terms of self-reliance. The trade gap is growing. We have to improve indigenous production of items like fertilisers if we really want to reduce imports into this country. The additional levy of five per cent, the rate has been increased from 10 to 15 per cent would make not only agriculture suffer, but also the whole economy of our country. We know that the cost of imports of fertilisers has gone down from Rs. 1·95 crores in 1967-68 to Rs. 1.76 crores in 1970-71 because fertiliser consumption in this country has gone down. When fertiliser cosumption goes down, it does have a tremendous adverse impact on agricultural productivity. Slowing down fertiliser consumption in this country would make agriculture suffer a great deal. We have to see that indigenous production of fertilisers in this country rises rather rapidly. The Planning Commission has made a number of forecasts in respect of capacity of production. They say that the capacity will reach 2·5 million tonnes and production 1·8 million tonnes, by 1973-74 as against the target of 3·0 million tonnes and 2·5 million tonnes, respectively. We know that there are costly delays between plans and production in this country. If we want scientific farming to succeed, we must raise fertiliser consumption. When we place an additional levy on fertiliser, it looks to me the Government is determined to tax scientific farming. If so, we cannot reasonably expect our agricultural production to go beyond the present level of 112 million tonnes, while population is increasing. If food production does not increase proportionately, it will create imbalance in our country's economy. If the Finance Minister does not reconsider this levy now, we may not be able to appreciate it now but the nation as a whole will have to pay rather heavily, if the levy is not withdrawn now. With these words, I request him to consider if we could leave fertiliser out.

SHRI S. M. BANERJEE(Kanpur) : I should like to support the amendment moved by my friend, Shri G. Viswanathan, omitting lines 26 to 28 on page 55 and lines 38 to 40 on page 56. There has been an increase of six paise which has now been reduced by two paise; so the increase of four paise remains. This increase should not be there. It is not only the rural population that suffers. It is the worst affected because there is no electricity. Ninety per cent of the villages have to depend upon kerosene oil. Even in cities where coal is not available and the middleclass cannot afford gas, people have to depend upon janta stove and a bottle of kerosene. Let the hon Minister move in any house of a middle-class employee, with his permission of course, and see for himself. There is a janta stove in every family which now costs Rs. 12/-, previously it used to be Rs. 6. The husband and wife are working and with great difficulty they purchase a pressure cooker... (*Interruptions*) I am also a husband of somebody.

MR. DEPUTY-SPEAKER : He wants to know whether your wife has authorised you to speak on her behalf.

SHRI S. M. BANERJEE : I say somebody purposely because I do not want to name a person who is not in the House. I follow certain conventions. The hon. Finance Minister should consider the sad plight of the middle-class families in cities and also our peasants in the rural areas. There is no question of prestige. All sections of the House have demanded it. I request the minister to see that kerosene is exempted.

Coming to fertilisers, recently I read in *Hindustan Times* that there is a serious crisis in regard to fertilisers in Bihar. The Agriculture Minister of Bihar has sent letters to all Bihar MPs to pressurise the Central Government to see that fertiliser is imported to meet the scarcity conditions there. If that is so, naturally fertilisers will be sold at a high price in the black-market. In such a situation, why should we increase it from 10 to 15 per cent ? I would request the minister to consider these two points, use his wisdom and compassion and see that the downtrodden people of this country are exempted from these two taxes.

डा० लक्ष्मी नारायण पांडेय (मंदसौर) : उपाध्यक्ष महोदय, मैं उन बातों की तरफ नहीं जाना चाहता हूँ जो सभा भवन में कैरोसिन, फर्टिलाइजर के संबंध में कही गयी हैं। मै उन से सहमत हूँ। वास्तव में उन के ऊपर जो लैवी लगायी गयी है, जो टैक्स बढ़ाया गया है वह अत्यधिक है। उससे आम लोगों को प्रभावित किया गया है। इस के साथ ही साथ जो इलैक्ट्रिक मोटर्स पर 18 से 20 प्रतिशत किया गया है यह भी अत्यधिक है। जैसा कहा गया है, चाहे फर्टिलाइजर पर टैक्स हो, या कैरोसिन पर टैक्स हो, किसान पर उस का भार पड़ने वाला है। आज जो प्रगति कृषि क्षेत्र में हुई है उस का बहुत बड़ा हिस्सा इलैक्ट्रिक मोटर्स का भी है। यदि हम कोई भी इस प्रकार से भार इलैक्ट्रिक मोटर पर डालेंगे तो यह सारा का सारा किसान पर जाने वाला है और उस का असर उत्पादन पर पड़ेगा।

मैं चाहता हूँ कि वित्त मंत्री महोदय, इस प्रकार का टैक्स जो बढ़ाया गया है उस को वापस लें ताकि किसानों को कठिनाई न हो, और हमारे उत्पादन पर भी कोई विपरीत असर न पड़े।

SHRI VASANT SATHE (Akola) : Sir, I stand to support the amendment particularly in regard to kerosene levy. I remember during the general discussion on the budget, it was practically the unanimous view of the members that kerosene, being a poor man's need, at least should be exempted from the levy. The Finance Minister was kind enough to reduce it by 2 paise but I still feel that although it means Rs. 12 crores loss, if we consider the whole situation, particularly in view of the *garibi hatao* slogan, it will not really be in keeping with our promises if so soon after the elections, such a levy is imposed, which hits the poorest of the poor in the country. As has been pointed out, kerosene brings light to every hearth and home and enables the poor to cook their food.

SHRI YESHWANTRAO CHAVAN: What a poetry ?

SHRI VASANT SATHE : Not cooked poetry. The Finance Minister would naturally say "Give some constructive suggestion as to where I am to get these Rs. 12 crores". A change in the tax structure will enable us to tax those consumer items which are luxuries, which would come under the category of comforts. For example, take cosmetics.

SHRI YESHWANTRAO CHAVAN : We have already taxed that item.

SHRI VASANT SATHE : Tax it even more. Why not tax luxury items which serve only 5 per cent of the community, because their capacity to bear the burden is much higher. In the case of those who earn Rs. 100, about 80 per cent of the expenditure is on necessities. Their capacity to bear additional burden is marginal. But in the case of those who earn Rs. 500 and above, the capacity to bear additional burden is more. We can tax items like refrigerators, even shoes and chappals which are produced in the large-scale sector. After all, Rs. 12 crores is not a big sum. Ways and means can be found of getting this sum by taxing the luxury items and by other measures. You can unearth black money, tighten the rules and collect the arrears of tax and prevent tax evasion. In that way you can get not only Rs. 12 crores but even Rs. 112 crores. You can raise the exemption limit and, at the same time, plug all the loopholes in the enforcement of the law.

One argument given for taxing kerosene is that it is adulterated with diesel. This is a very wrong argument. Now milk is also adulterated with water. So, will you tax water also ? So, let us not give such arguments. They are wrong arguments. Finally, I would plead with the Finance Minister to kindly reconsider his proposals and withdraw this levy on kerosene.

श्री परिपूर्णानन्द पैन्यूली (टिहरी-गढ़वाल) : उपाध्यक्ष महोदय, मैं कैरोसिन आयल के ऊपर टैक्सेशन के बारे मे इस एमेंडमेंट पर यह निवेदन करना चाहूँगा कि मुख्य रूप से पहाड़ के जो इलाके हैं उत्तरी क्षेत्र के, उन मे खास तौर से इस तरह का जो कर पड़ेगा, उस से बहुत अधिक नुकसान होगा । आप तो खाना बनाने की बात करते हैं, मै आप की सूचना के लिए, वित्त मंत्री महोदय, मैं आप की सूचना के लिए निवेदन करना चाहता हूँ कि पहाड़ के इलाकों में खाना बनाने का तो प्रश्न ही नही, बच्चों की पढ़ाई के लिए मिट्टी के तेल का अभाव रहता है और इम्तिहान के दिनों मे जब उन्हें किसी भाव पर भी मिट्टी का तेल नही मिलता है तो वे जंगल से लकड़ी ला कर और उस लकड़ी से आग जला कर अपनी पढाई करते हैं और तब वे किसी प्रकार अपनी परीक्षा दे पाते है । मेरा निवेदन तो यह है कि यही नही कि आप मिट्टी के तेल पर टैक्स का एग्जेम्पशन दे बल्कि मिट्टी के तेल की ढुलान पर भी आप को सब्सीडी देनी चाहिए । पहाड़ी इलाको मे, खास तौर पर जहाँ पर आवागमन के साधन नही है, मिट्टी के तेल का इतना अभाव हो जाता है कि ब्लैक मार्केट मे भी वह नही मिलता है । इसलिए इस तरह का टैक्स लगाने से इस क्षेत्र की जनता के साथ बहुत बड़ा अन्याय होगा ।

मै निवेदन करूं कि पहाड़ के इलाको मे हमे अनाज भी बाहर से मँगाना पड़ता है क्योंकि वे कमी वाले इलाके है, डैफिसिट इलाके है । पहाडो पर चाहे वे उत्तर प्रदेश के पहाड़ हो, हिमाचल प्रदेश के पहाड़ हो या कश्मीर के पहाड़ हो, वहाँ फलो का ही मुख्य व्यवसाय होता है । फलो के व्यवसाय के लिए चाहे उन को प्रोसेसिंग हो या फलो के रखने का काम हो, उस मे मिट्टी के तेल का पूरा योगदान होता है । शायद आप को यह अच्छी तरह से ज्ञात न हो कि 80 करोड़ से ले कर 100 करोड़ रुपये का फल इन पहाड़ी इलाकों में, इन तीनों क्षेत्रों मे पैदा होता है । इस की न तो कोई प्राइस गारेन्टी है और न ही किसानों को उस से कोई फायदा पहुँचाया जाता है और न इस बिल में इस की कोई व्यवस्था है । जहाँ फूडग्रेन्स की प्राइसेज की गारेन्टी की बात की जाती है, वैसी बात फलों की प्राइस गारेन्टी के बारे में भी करनी चाहिए ।

इन शब्दों के साथ मैं इस एमेंडमेंट का

समर्थन करता हूँ और आप से अनुरोध करता हूँ कि इस पैरिसेबिल कामोडिटी के लिए, इस की सुरक्षा के लिए और वहाँ के लोगों को जीवित रखने के लिए आप को कोई कदम उठाने चाहिए और मैं वित्त मंत्री जी से अनुरोध करूंगा कि वे अपने भाषण में इस की व्यवस्था करेंगे।

SHRI K. NARAYANA RAO (Bobiili) : I have no desire to say anything on the merits of these amendments. I only want to restrict myself to the propriety of these amendments. I want that the House should consider the matter which I am raising.

The Finance Bill by its very nature is differenti from other Bills. Therefore, so far as the Finance Bill is concerned, its character is such that we have already discussed it before it had been introduced. The Finance Bill has a different character in the sense that it gives legal formulation.

MR. DEPUTY-SPEAKER : Are you speaking on the Finance Bill or on the amendments ?

SHRI K. NARAYANA RAO : We have already disussed all these things...

MR. DEPUTY-SPEAKER : Then kindly sit down.

SHRI K. NARAYANA RAO : We have discussing about the same matter. My submission is in regard to procedural matter. My submission is that the scope of the discussion of the Finance Bill is very much limited because...

MR. DEPUTY-SPEAKER : We are not discussing the Finance Bill as such. We are now discussing certain amendments to the Third Schedule.

SHRI K. NARAYANA RAO : It is a part of the Finance Bill.

MR. DEPUTY-SPEAKER : I can't allow you. If you do not have anything to say, kindly sit down. Obviously, you do not know what is being discussed in the House. You simply wanted to say something.

SHRI K. NARAYANA RAO : Am I to understand that the Third Schedule is not a part of the Finance Bill ?

MR. DEPUTY-SPEAKER : That is a different thing. I will not allow that. This is completely irrelevant. We are now discussing certain amendments moved to the Third Schedule. You are talking of something very different.

The hon. Minister.

श्री एस० एम० बनर्जी : इतने मेम्बरों ने जो इस पर अपने भाषण दिये है उन की इज्जत रखिये और इस लैवी को चार पैसे कर दीजिए।

SHRI YESHWANT RAO CHAVAN : मैं आप लोगों की बहुत इज्जत करता हूँ।

Sir, these points were raised during the debate on the Budget itself. As a matter of fact, as a sort of gesture to the will of this House and the sentiments expressed by the Members of the House, I have reduced the levy on kerosene. I know that it is a poor man's commodity. As some of the Members have fought for it, they can certainly go and tell the people that they have fought for it and lost but I can tell them that I have also fought myself against myself and then lost because I had to accept the realities.

As you very rightly said, I have a very heavy responsibility of collecting resources for the country. Therefore, one has to throw the net as wide as possible which we had done last year. We had already included cosmetics and other items of luxury. Last time, the same Members who spoke now, excepting perhaps one or two, had said that we were rather putting more and more burden on the middle class. That is also a point. So, every year, you cannot go on doing this.

Take, for example, fertilisers. Naturally, fertiliser is very essential for agricultural production. We want that the use of fertiliser should be encouraged. We are doing that. As a matter of fact we are encouraging the production in the country and we are also importing fertiliser, if necessary. The only expectation is that agricultural sector

[Shri Yeshwantrao Chavan]

which is adding to its income should make a certain contribution to the national exchequer as well. It is a very small contribution that we are asking them to make. The hon. Member, Shri Bhattacharyya, asked. Why don't you confine it to the middle or rich peasants ? If it was administratively possible and feasible, I would have done it. Unfortunately, it is very difficult to say that the excise duty can be taken only from the rich farmers and that the poor farmers can be excluded. It is not administratively possible and feasible.

The hon. Member mentioned about adulteration. I did mention that in my bulget speech. But it was mentioned incidentally it was not a basic argument. He has tried to compare it with milk and water. He asked if at all water is adulterated with milk. Are we going to tax the water ? If water were to be imported, I would have done that also. *(Interruption)* We have to import kerosene. We have to understand that we utilise our valuable foreign exchange for this. When such a valuable commodity is used for adulteration, we have to think hundred times about it. Merely comparing it for the sake of comparison makes it logical absurdity. If water were to be imported in this country, if it were such a costly commodity...

SHRI S. M. BANERJEE : Water can be exported.

SHRI YESHWANTRAO CHAVAN : It can be exported. At least the people on the Ganga banks can be exported.

I would have been very glad if I were in a position to accept the amendments because I would not like to displease the members.

SHRI R. D. BHANDARE (Bombay Central) : At least for Mr. Sathe's sake, some concession must be given.

SHRI YESHWANTRAO CHAVAN : He can go and tell the people that he fought against it and lost.

SHRI VASANT SATHE : I will say that in your name. Why should I tell that in my name ?

SHRI YESHWANTRAO CHAVAN : I am really very sad. When all the hon. members speak in the name of poor and when one has to say 'no', it really saddens my heart. What can I do ? I have certain duties and these duties are towards the poor people.

MR. DEPUTY-SPEAKER : Shall I put all the amendments to the vote of the House?

AN HON. MEMBER : Separately.

MR. DEPUTY-SPEAKER : There are three amendments which have been moved, namely, 2, 3, and 6.

SHRI G. VISWANATHAN : What about mine ?

MR. DEPUTY-SPEAKER : Amendments 15 and 16 have not been moved as they were the same.

Now, shall I put amendment No. 2 to the vote of the House ? The question is :

"Page 55,—

omit lines 26 to 28" (2)

The Lok Sabha divided :

Division No. 5] [14·48 hrs.

AYES

Agarwal, Shri Virendra
Bade, Shri R. V.
Banerjee. Shri S. M.
Bhattacharyya, Shri Dinen
Bhattacharyya, Shri Jagadish
Bhaura, Shri B. S.
Bosu, Shri Jyotirmoy
Chaudhary, Shri Ishwar
Chowhan, Shri Bharat Singh
Dandavate, Prof. Madhu
Das, Shri R. P.
*Daschowdhury, Shri B. K.
Giri, Shri S. B.
Godfrey, Shrimati M.

*Wrongly voted for Ayes.

Guha, Shri Samar
Haldar, Shri Madburyya
Hazra, Shri Manoranjan
Jha, Shri Bhogendra
Joshi, Shri Jagannathrao
Madhekar, Shri K. M.
Mohanty, Shri Surendra
Mukerjee, Shri H. N.
Nayak, Shri Baksi
Pandey. Shri Sarjoo
* Pandey, Shri Tarkeshwar
Pandeya, Dr. Laxminarain
Purtv. Shri M. S.
Rao, Shri M. Satyanarayan
Saha, Shri Ajit Kumar
Saha, Shri Gadadhar
Sangliana, Shri
Sezhiyan, Shri
Shastri, Shri Ramavatar
Subravelu, Shri
Ulaganambi, Shri R. P.
Viswanathan, Shri G.

NOES

Achal Singh, Shri
Afzalpurkar, Shri Dharamrao
Aga, Shri Syed Ahmed
Ahirwar, Shri Nathu Ram
Ambesh, Shri
Ansari, Shri Ziaur Rahman
Azad, Shri Bhagwat Jha
Babunath Singh, Shri
Bahuguna, Shri H. N.
Banamali Babu, Shri
Banerji, Shrimati Mukul
Barman, Shri R N.
Basappa, Shri K
Bhagat, Shri H. K. L.
Bhatia, Shri Raghunandan Lal
Bhattacharyyia, Shri Chapalendu
Bisht, Shri Narendra Singh
Brahmanandji, Shri Swami
Buta Singh, Shri
Chandra Gowda, Shri D. B.
Chandrika Prasad, Shri
Chaudhary, Shri Nitiraj Singh
Chavan, Shri Yeshwantrao
Chawla, Shri Amar Nath
Chhotey Lal, Shri
Das, Shri Anandi Charan
Das, Shri Dharndidhar
Dasappa, Shri Tulsidas
Dhamankar, Shri
Dharamgaj Smhg, Shri
Dhusia, Shri Anant Prasad
Dixit, Shri G. C.
Dube, Shri J. P.
Dumada, Shri L. K.
Dwivedi, Shri Nageshwar
Engti, Shri Biren
Gandhi, Shrimati Indira
Ganga Devi, Shrimati
Gangadeb, Shri P.
Gogi, Shri Tarun
Gohain, Shri C. C.
Gopal, Shri K.
Govind Das, Dr.
Gowda, Shri Pampan
Hansda, Shri Subodh
Hari Kishore Singh, Shri
Hashim, Shri M. M.
Jamilurrahman, Shri Md.
Jitendra Prasad, Shri
Kailas, Dr.
Kakoti, Shri Robin
Kamakshaiah, Shri D.
Kapur, Shri Sat Pal
Kaul, Shrimati Sheila
Kedar Nath Singh, Shri
Kinder Lal, Shri
Kotoki, Shri Liladhar
Kureel, Shri B. N.
Lakshmikanthamma, Shrimati T.
Lakshminarayanan, Shri M. R.
Lutfal Haque, Shri
Mahajan, Shri Y. S.
Maharaj Singh, Shri
Majhi, Shri Gajadhar
Malhotra, Shri Inder J.
Mallanaa, Shri K.
Mandal, Shri Jagdish Narain
Marandi, Shri Iswar
Maurya, Shri B. P.
Mehta, Dr. Mahipatray
Melkote, Dr. G. S.
Mishra, Shri Jagannath
Muhammad Khuda Bukhsh, Shri
Murthy, Shri B. S.
Oraon, Shri Tuna
Painuli, Shri Paripoornanand
Pandey, Shri Krishna Chandra
Pandey, Shri Sudhakar
Paokai Haokip, Shri
Partap Singh, Shri
Paswan, Shri Ram Bhagat
Patil, Shri Krishnarao

* Wrongly voted for Ayes.

Peje, Shri S. L.
Pradhani, Shri K.
Qureshi, Shri Mohd. Shafi
Raghu Ramaiah, Shri K.
Rai Shrimati Sahodrabai
Raj, Bahadur, Shri
Rajdeo Singh, Shri
Ram Dhan, Shri
Ram Sewak, Ch.
Ramji Ram, Shri
Rao, Shrimati B. Radhabai A.
Rao, Shri K Narayana
Rao. Shri Nageswara
Rao, Shri P. Ankineedu Parasada
Raut, Shri Bhola
Ravi, Shri Vayalar
Reddy, Shri K. Kodanda Rami
Reddy, Shri K. Ramakrishua
Reddy, Shri P. Narasimha
Rohatgi, Shrimati Sushila
Sanghi, Shri N. K.
Sankata Prasad, Dr.
Savitri Shyam, Shrimati
Sethi, Shri Arjun
Shankaranand, Shri B.
Sharma, Shri A. P.
Shastri, Shri Sheopujan
Shenoy, Shri P. R.
Shinde, Shri Annasaheb P.
Shiva Chandika, Shri
Shivanath Singh, Shri
Shukla, Shri B. R.
Singh, Shri V. N. P.
Sinha, Shri Nawal Kishore
Sinha, Shri R. K.
Sohan Lal, Shri T.
Sonar, Dr. A. G.
Suryanarayana, Shri K.
Swamy, Shri Sidrameshwar
Tayyab Hussain Khan, Shri
Tiwary, Shri D. N.
Tiwary, Shri K. N.
Tula Ram, Shri
Tulsiram, Shri V.
Uikey, Shri M. G.
Unnikrishnan, Shri K. P.
Venkatasubbaiah, Shri P.
Verma, Shri Balgovind
Yadav, Sbri Chandrajit
Zulfiquar Ali Khan, Shri

MR. DEPUTY-SPEAKER : The result* of the division is Ayes—36; Noes—132.

The motion was negatived.

MR. DEPUTY-SPEAKER : Now, I will put amendments 3 and 6 also to the vote of the House.

Amendments No. 3 and 6 were put and negatived

MR. DEPUTY SPEAKER : Now, the question is :

"That the Third Schedule stand part of the Bill."

The motion was adopted.

The Third Schedule was added to the Bill.

MR. DEPUTY SPEAKER : There being no amendments, I will put Schedules IV and V, Clause 1, the Enacting Formula and the Long Title to the vote of the House.

The question is :

"That the Fourth Schedule and the Fifth Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill."

The motion was adopted.

The Fourth Schedule, the Fifth Schedule, Clause 1 the Enacting Formula and the Title were added to the Bill.

SHRI YESHWANTRAO CHAVAN : I move that the Bill, as amended be passed.

MR. DEPUTY-SPEAKER : Motion moved :

"That the Bill, as amended, be passed."

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* The following Members also recorded their votes :

AYES : Shri Dhan Shah Pradhan.

NOES : Sarvashri Kamala Prasad, Jagdish Chandra Dixit, Pratap Singh Negi, R. D. Bhandare, B. V. Naik, N. Shivappa, M. Bheeshmadev, B. K. Daschowdhury and Tarkeshwar Pandey.

I have received a number of names of Members who want to participate in the Third Reading of the Bill. For the benefit of the Members I would like to read out the relevant rules in the matter. Rule 94 says :

"The discussion on a motion that the Bill or the Bill as amended, as the case may be, be passed shall be confined to the submission of arguments either in support of the Bill or for the rejection of the Bill. In making his speech a member shall not refer to the details of the Bill further than is necessary for the purpose of his arguments which shall be of a general character."

Rule 356 :

"The Speaker, after having called the attention of the House to the conduct of a member who persists in irrelevance or intedious repetition either of his own arguments or of the arguments used by other members in debate, may direct him to discontinue his speech."

Now I would request the Hon'ble Members to kindly co-operate with the Chair in this regard. Shri Jyotirmoy Bosu.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Sir, I will start, where I stopped. I talked about the use of Indian Air Force planes by a particular political power, Ministers, etc. I had wanted the details. I had written a letter to the Minister wanting to know what is the true cost of running such aircrafts, etc. But, so far, they have not given it.

I talked about self-reliance. There has been foreign collaboration. In 1956 there had been 384, upto 1971 its has increased to 3,545. In 1969, they approved the foreign collaboration to the extent of 135, in 1970 it has been increased to 183. Sir recently 60 items, both financial and technical have been allowed. There is no restriction on remittances of profits and there is no proposal under their consideration for changing the rules. Foreign remittances are increasing.

I talked about Eastern Zone comprising of Orissa, Bihar, Assam and West Bengal, where they have made maximum contribution to the Central Exchequer. But what they have received is not more than 1/3rd or 1/4th of their pay.

Sir, I talked about Hooghly bridge where the Public Sector ventures were refused a contract and the contract was given to private sector because a very high-up in the Bengal administration is vitally interested in that private sector. Sir, money is to start from the Centre. Therefore, the matter needs very careful consideration. Then I want to repeat what I said.

MR. DEPUTY-SPEAKER : No.

SHRI JYOTIRMOY BOSU : I repeat, Sir, that the Finance Bill should be rejected.

MR. DEPUTY-SPEAKER : That is right. But no repetition of your argument.

SHRI JYOTIRMOY BOSU : Sir, I say that the Finance Bill should be rejected. I want to make a test case. Sir, I had produced two photostat copies

MR. DEPUTY-SPEAKER : This is repetition. It is not only once, but many times this has been repeated in this House. There should be an end to it. If you have something new to say, please say.

SHRI JYOTIRMOY BOSU : Right, Sir, I say Government has been accused, supported by documentary evidence. They should not sit over the judgment. There should be an all party Parliamentary Committee. In the meantime, I would request you to write a letter to Shri R. P. Goenka and also the Manager of Saraswati Press to ascertain the truth and proceed with the matter.

MR. DEPUTY-SPEAKER : Shri S. N. Mishra is not there. Shri Suryanarayana.

*SHRI K. SURYANARAYANA (Eluru): Mr. Deputy-Speaker, Sir, the hon. Finance Minister deserves our congratulations for

* The original speech was delivered in Telugu.

[Shri K. Suryanarayana]

the balanced and equitable Budget he has presented this year after taking into consideration the conditions prevailing in our country today and after balancing the needs and demands of our developmental expenditure. He has tried to keep the taxes to the minimum. Sir, for the economic development of any country there should be adequate resources, and for such resource mobilisation one of the ways is to levy additional taxes. However, considerate one might be one cannot help the fact that the incidence of a tax would affect some section or the other in our society in an adverse way. The question is therefore not whether there should be this adverse effect, but whether it is necessary and proper. The voting on the Finance Bill has amply justified the propriety of such taxation proposed in the present Finance Bill. Sir, nobody, much less the Finance Minister and the Government would be interested or enthused to levy a tax on the poor. But conditions may arise when it is inescapable for the Finance Minister to do so.

Sir, there is a certain amount of dissatisfaction in the public mind that the Government is still being run on the same old British pattern and that we are dependent too much on the ICS and IAS officers. But I would like to assure them that there need be no cause for alarm on this score. It is but natural that every change or reform should meet with resistance in the beginning. So also it is with regard to land reforms. Except for one or two parties, all other parties have advocated these land reforms. In fact they want other social reforms also be implemented together with these land reforms. Sir, during the election campaign in 1952 the Communist Party of India promised to allot each landless labourer a stretch of 5 acres of land. There was hope in the hearts of the people then. But when this promise was not translated into action, there was dissatisfaction and frustration. In view of the earlier promises having not been implemented, the people are now more wary and are not fully convinced that our promises made in the Election Manifesto would be implemented. It is for us, therefore, to ensure that these promises do not remain on paper only. In this connection I would like to urge the Government both at the Centre and the States that they should distribute all the surplus land—be it military land, railway land or Government owned land—among the landless poor. Then only will we be able to infuse confidence in the minds of the people. The people in the villages are also aware that the surplus land available for distribution in a village say about 100 acres or so would not be adequate for distribution among about 1000 or 2000 people in that village. Even so, they are eagerly waiting for these land reforms because they know they would ultimately be benefited under these reforms. It is, therefore, our duty to ensure that the land distribution is made on the basis of equity and in a proper way. Recently the Andhra Pradesh Government have issued an Ordnance banning transfers of land to browbeat the Land Ceiling Act. But mere issuance of an Ordnance would not solve the problem. This Ordnance should be followed up. All the parties should co-operate in this venture.

MR. DEPUTY-SPEAKER : That is a much broader economic question. I do not think that it forms part of the Finance Bill. The hon. Member may either support the Bill or oppose it. Let him please confine himself to that.

SHRI K. SURYANARAYANA: Sir, there is another aspect of the matter. Hitherto, the married daughter has been enjoying her 'Sthree-dhanam' in the form of the land. It is her guarantee of income even in her husband's house. But in the new ceiling laws, she stands a chance of being ignored. I urge the Government to ensure that her rights in this regard are safeguarded when the land ceiling bills are considered.

MR. DEPUTY-SPEAKER : In the first reading, when the whole range of economic policy was being discussed, we had discussed all this. Let the hon. Member not repeat those things now. He is only repeating the arguments which were used in the first reading.

SHRI K. SURYANARAYANA : I am repeating them because there is an important thing going on....

MR. DEPUTY-SPEAKER : That does not from part of the Finance Bill as such. It

is a much broader economic question. This argument has been used before. The hon. Member cannot repeat bis own argument or that of others.

SHRI S. M. BANERJEE : This can be added to the first part of his speech.

SHRI K. SURYANARAYANA : Sir, another point. We have nationalised the Banks but these Banks have not been of much help to the needy people. The CBI Reports prove that corruption and black market are on the increase in our body politic. The rich farmers can somehow manage to get money but it is the small farmer who needs sympathy and cash.

MR. DEPUTY-SPEAKER : The hon. Member is only repeating the same argument which had been used before. (*Interruptions*)

SHRI K. SURYANARAYANA : In my district of West Godavari, we grow tobacco. In 1943 we used to pay 6 paise and now we pay Rs. 3/–per kg as excise duty. In spite of this steep rise in the duty on tobacco, the facilities and help to these tobacco growers are not commensurate with the enhanced tax they pay. They had sent 30 to 40 telegrams but nobody seems to have bothered to look into their needs and problems. Sir, for want of time I have to jump from one point to another without dealing in detail with any of them. The levy on kerosene will hit the poor very hard But the hon. the Finance Minister has explained at length the reasons necssitating such a levy. We have therefore agreed to that levy. But what I want the Government to consider is the imperative need to improve the conditions of the poor people in our country. This assumes more importance when we are taxing them.

MR. DEPUTY-SPEAKER : There should be a limit to this. Again, I would call the hon. Member's attention to the fact that he is only repeating the arguments. If he has something new on this, he can say it. Otherwise, let him support or oppose the Bill and say so.

15 hrs.

SHRI K. SURYANARAYANA : In conclusion, therefore, I would urge the Government to see that corruption is eliminated and that land reforms should be implemented in all earnestness and properly. The Centre should not rest contended with the tardy implementation of these reforms by the State Governments If need be this should be taken over by the Centre for effective implementation. The hon. the Minister of Labour Shri Khadilkar has been talking about not only land ceiling but also ceilings on all kinds of property including personal undivided property incomes.

Sir, these are all necessary social reforms which would bridge the gap between the rich and the poor. bring down the disparities in incomes. I fervently hope that the Central Government would take the initiative to initiate these reforms at the earliest so that the common man of our country is assured of a comfortable life.

SHRI SHYAMNANDAN MISHRA (Begusarai) : I have precisely three points to make. One is about the report presented by the State Bank of India for the year 1971. The report does not make any mention of the Nagarwala affair and other frauds committed on various branches of the Bank. To my mind, this is a serious dereliction of duty on the part of the State Bank of India which they owe to the depositors. It is also a suppression of fact. It has further deepened the suspicion about the Nagarwala episode. All in all, it amounts to a culpable negligence on the part of the board of directors of the State Bank of India. But I can only say that this happens because the Government has generated such an atmosphere in which everybody can ignore public opinion because the Government itself is riding roughshod over public opinion in this matter and it has not been giving any satisfactory explanation to the public.

The second point is about excise duty. You know that some industries have exceeded the permissible limit of capacity granted to them. Have they paid the additional duty on the additional production brought about ? We have absolutely no information on the point. In the first place, they committed an offence in exceeding the permissible capacity; in the second, if they have got away with not paying the additional excise duty on the additional production, it is a serious matter.

[Shri Syamanandan Mishra]

As for the third point, it seems that since the main burden for accumulation and government consumption is going to be on the general mass of people, and the traders and industrialists are going to have a tax holiday, I can only hope that the Government would take all possible steps to increase public savings which have been going down very much. It should be the main concern of any government wedded to a socialist ideology to see that public savings increase.

SHRI CHAPALENDU BHATTACHARYYIA (Giridih) : I rise to support the Bill but while doing so, I am constrained to bring to the notice of the Finance Minister our disappointment in the matter of export duty on mica. The Mica Advisory Committee appointed by Government had submitted a report in which they had recommended certain scales of reduction of duty. Unfortunately, the reduction granted will help only half a dozen rich mica monopolist fubricators and the vast majority of 200-300 mica operators, some of whom work with a capital of Rs. 500 at the most, and are literally living on their capital and have to make distress sales have been left out and face further difficulties. I would humbly submit to the Finance Minister that if considerations of finance or other considerations do not permit a general reduction of export duty on mica, then this relief granted to five or six top-notch exporters should be withdrawn. Otherwise, the image which will be projected will not be a good image.

The Mid-term Appraisal bolds out a gap of Rs. 464 crores in external payments. In December 1970, the exports were Rs. 161 crores. In January 1972, the exports were Rs. 143 crores and imports Rs. 134 crores. For January 1972, the figure is Rs. 176 crores. Money supplies position in December 1970 was Rs. 6,000 crores and in December 1971 it was Rs. 7,800 crores. The economici ndicators are not encouraging.

Now, Japan may be in for revaluation. There is pressure on pound for devaluation before the year is out and Rupee has therefore, to be defended.

MR. DEPUTY-SPEAKER : Mr. Bhattacharyyia, I have—I do not know whether you were in the House or not in the beginning—pointed out that the scope of the debate in the third reading is either to support or oppose the Finance Bill. Now, you are discussing the whole gamut of economic position in the country. I think this is not relevant at this stage.

SHRI CHAPALENDU BHATTACHARYYIA : I will not elaborate on those points at this stage. Thank you.

SHRI R. P. ULAGANAMBI (Vellore) : Sir, I would like to say about the expenditure tax. Our Government requested Mr. Nicolas Kaldor to study about the Indian system of taxation. The report has been submitted by Mr. Nicolas Kaldor. In this report, he has given various proposals. He has suggested the introduction of expenditure tax on the ground that it is a potent weapon to curb and reduce the lavish expenditure of rich people. Government of India accepted his suggestion and introduced the expenditure tax in 1958 but it was abolished in 1962 stating that it led to tax evasion. But, now, we have accepted the progressive policy of social justice. In order to achieve social justice, I suggest the re-introduction of the expenditure tax. By this, the lavish expenditure of the rich people will be reduced, the black money will be converted into white money and savings will be increased. Therefore, I suggest the re-introduction of the expenditure tax.

Now, I would like to say something about the Taxation Inquiry Commission. Government of India set-up a commission called the Taxation Inquiry Commission in 1953 under the Chairmanship of Dr. John Mathai. This Commission submitted certain recommendations and Government of India also implemented some of them. Now, there is a change. We are committed to certain policies and programmes—to achieve social justice, to achieve an egalitarian society, to increase the standard of living, to reduce inequalities and so on. In order to fulfil all these objectives, I suggest that a new Taxation Inquiry Commission may be set up because it will help to simplify and codify the taxation laws in our country. It will find out new areas of taxation so as to mobilise our national resources.

Regarding the land ceiling and urban property ceiling, our old taxation laws may become ineffective. So, we have to introduce a new provision into the taxation laws.

MR. DEPUTY-SPEAKER : These arguments have been raised before by other speakers—not only your arguments but other peoples' arguments. Do not repeat the arguments used by others.

SHRI R. P. ULAGANAMBI : It will change the incidence of taxation on different categories of population and shift the incidence from the poor to rich and it will also help to check the loopholes in the taxation laws. So, I suggest the setting up of a taxation enquiry commission at the earliest.

Before concluding, I want to seek a clarification from the hon. Minister. In the Economic Survey of 1971-72 on page 70, under the heading major economic developments, it is stated that the evolution of proper centre-state relationship is crucial not only in regard to resource mobilisation but also in respect of proper utilisation of available resources and for speedy removal of inequalities as well. The Government says that the centre-state relationship is crucial for resource mobilisation. It is also stated that local leadership can do best. If mere resources are given to local leadership, namely the States, you can expect them to do better and also try their best to mobilise resources. Tamil Nadu has done so and utilised available resources effectively, within the limits of power and resources. If the Central Government gives more financial powers and more resources to the State Government, they can utilise them properly for the good of the people.

श्री सतपाल कपूर (पटियाला) : डिप्टी स्पीकर साहब, मिनिस्ट्री आफ एजूकेशन एण्ड सोशलवेलफेअर की रिपोर्ट में इस बात का जिक्र तो है कि नेशनल फिटनेस कोर के सात हजार एम्पलाइज को स्टेट्स को ट्रांसफर कर रहे हैं और बजट में फण्ड भी रखा गया है लेकिन मिनिस्ट्री ने उन को कन्फर्म नहीं किया है। स्टेट्स से जो रिपोर्ट आई हैं, खास तौर से पंजाब, मैसूर और दूसरी स्टेट्स से, उन्होंने साफतौर पर यह कह दिया है कि हम इन को फ्रेश-एन्ट्री के तौर पर लेंगे—इस तरफ़ गवर्नमेंट को ध्यान देना चाहिए·····

MR. DEPUTY-SPEAKER : How does it come under the Finance Bill ? Which provision of the Bill is connected with this question ?

श्री सतपाल कपूर : यह इस में आता है, मिनिस्ट्री आफ एजूकेशन एण्ड सोशल वेलफेअर से ये ताल्लुक रखते हैं।

MR. DEPUTY-SPEAKER : In the third reading stage, we confine only to general principles, whether you support the Bill or oppose it.

श्री सतपाल कपूर : मैं इस बिल को सपोर्ट कर रहा हूँ, लेकिन कुछ प्वाइन्ट्स ऐसे हैं, जिन को हाइ-लाइट नहीं किया गया है, मैं उन प्वाइन्ट्स को आर्ग्यू करना चाहता हूँ।

MR. DEPUTY-SPEAKER : You support the Bill then, with relevant arguments. What you said was a much broader question.

श्री सतपाल कपूर : दूसरी बात मैं यह कहना चाहता हूँ कि शुगर का जो डिस्ट्रीब्यूशन है, उस में 40 परसेन्ट आप फ्री-सेल में दे रहे हैं, जिस में लोगों को लूटा जा रहा है, आज साढ़े तीन रुपए किलो चीनी बिक रही है—मैं चाहता हूँ कि सरकार इस तरफ ध्यान दे।

तीसरी बात—मिनिस्ट्री आफ होम अफेअर्स की रिपोर्ट में यूनियन पब्लिक सर्विस कमीशन में चेन्ज के बार में कुछ नहीं कहा गया है। उस में नये मैम्बर्स लाये जायेंगे या आज का जो एक्जामिनेशन का ढंग है, उस में कोई चेन्ज किया जायगा—इस के बारे में उस रिपोर्ट में कोई रोशनी नजर नहीं आती। मैं चाहता हूँ कि आप इस तरफ ध्यान दें।

श्री कमल मिश्र मधुकर (केसरिया) : उपाध्यक्ष जी, मैं इस बिल का विरोध करने के लिये खड़ा हुआ हूँ। विरोध करते हुए खास तौर पर इस बात का उल्लेख करना चाहता हूँ कि उत्तर बिहार में सरकार की ओर से फाइन-

[श्री कमल मिश्र मधुकर]

न्शयलि-एड देने की जो व्यवस्था की गई है, चाहे वह एड एल० आइ० सी०, फाइनेन्शियल कारपोरेशन या बैंकिंग सिस्टम के द्वारा दी जा रही हो, वह बिलकुल अपार्याप्त है, क्रेडिट देने के मामले में सब से ज्यादा प्राथमिकता उत्तर-बिहार को देनी चाहिये थी। आप ने इस बात का कई दफा एलान किया है कि देश के पिछडे इलाकों को विशेष सुविधा दी जायगी, लेकिन उन के विकास के लिये इस बिल में कोई व्यवस्था नहीं है। आप ने कई दफा कहा है कि उन इलाको को जो पिछड़े हुए है और जहाँ पर पर-कैपिटा कम क्रेडिट दिया गया है, वहां ज्यादा क्रेडिट दिया जायगा—लेकिन नार्थ-बिहार की तरफ अभी तक कोई ध्यान नहीं दिया गया है। आज सरकार की जितनी भी फाइनेन्शियल संस्थायें है, उन के द्वारा जो एड दी गई है, वह सहायता केवल 75 फैमिलिज को ही मिली है। अब ऐसा प्रबन्ध होना चाहिये कि आइन्दा इन फैमिलीज को क्रेडिट न मिले, बल्कि जो मिल चुका है, उस को वसूल करने का प्रयत्न किया जाना चाहिये और नार्थ बिहार को, जिसे पर-कैपिटा सब से कम क्रेडिट मिला है उन को अधिक क्रेडिट दिया जाय। इस प्रकार की व्यवस्था की जाय जिस से उन के आर्थिक विकास की संभावना पैदा हो सके।

बिहार सरकार ने आप से माँग की है कि बिहार में फर्टिलाइजर (उर्वरक) की बहुत कमी है, लेकिन केन्द्र की ओर से अभी तक कोई जवाब नहीं गया है। मैं चाहूँगा कि केन्द्र सरकार बिहार सरकार को उर्वरक की कमी को पूरा करने के लिए क्रेडिट दे, उर्वरक खरीदने के लिये बिहार सरकार की सहायता की जानी चाहिये।

बिहार सरकार की ओर से आप के पास यह माँग भी आई है कि आर्थर-बटलर कम्पनी, जो रेल और डिफेन्स की मदद करती है, उस को टेक-ओवर किया जाय। वह कम्पनी बन्द पड़ी है, लेकिन अभी तक कोई कार्यवाही नहीं हो रही है। इस लिये मेरा आप से अनुरोध है कि आर्थर-बटलर कम्पनी को ले लिया जाय ताकि जो मजदूर वहाँ बेकार पड़े हैं, उन को काम मिल सके और उस कम्पनी का विकास हो सके।

बिहार के गावों मे खेतीहर मजदूरों की हाउसिंग की समस्या बड़ी भंयकर है। उस के सिलसिले मे सरकार की ओर से जो कार्यवाही हो रही है, उस के चलते ऐसी संभावना नहीं है कि बिहार के गरीब खेतीहर मजदूरों की झोपड़ी मे कोई परिवर्तन होने वाला है। आज उन की झोपड़ियों की यह हालत है कभी आँधी उस को उठा कर ले जाती है और कभी बारिश उन को गिरा देती है। इस तरह की व्यवस्था की जानी चाहिये कि उन की हाउसिंग समस्या के समाधान के लिये बिहार को लोन दिया जाना चाहिये।

बिहार की जो बड़ी नदी-घाटी योजनाये है, उन का काम ठीक नहीं चल रहा है, मै चाहता हूँ कि केन्द्र सरकार उन को अपने हाथ मे ले। कोसी और गण्डक बिहार की ऐसी योजनाये है, जिस पर बिहार का विकास निर्भर करता है।

अन्त मे मैं यही निवेदन करना चाहता हूँ कि सरकार इस बात की व्यवस्था करे कि बिहार के पिछड़े इलाकों की सहायता के लिये जितनी अधिक मदद दी जा सकती है, वह दी जाय।

MR. DEPUTY-SPEAKER : Mr. Painuli, what more do you want to say ?

SHRI PARIPOORNANAND PAINULI : I have some new points.

MR. DEPUTY-SPEAKER : I have already told the House what is the scope of the discussion. I hope you would not commit the same mistake.

श्री परिपूर्णानन्द पैन्यूली : उपाध्यक्ष महोदय, मैं फाइनेन्स बिल का समर्थन करते हुए माननीय मंत्री जी का ध्यान उत्तर सीमान्त की

ओर ले जाना चाहता हूँ। समाजवाद मे हमारी वित्त नीति की सफलता और असफलता इस बात पर निर्भर करती है कि समाज का जो सबसे पिछड़ा वर्ग है, जो वीकर-सैक्शन है, उस की तरफ सबसे पहले ध्यान दिया जाय। आज किसान की उपज गल्ले की कीमत की गारन्टी का सभी समर्थन करते हैं, लेकिन क्या अभी तक माननीय सदन और माननीय मंत्री जी ने कभी इस बात पर भी विचार किया है कि सीमान्त के उत्तर क्षेत्र का जो एकमात्र उत्पादन है—फल—उस की प्राइस की गारन्टी भी दी जाय। आज 80 करोड़ रुपये से लेकर 100 करोड़ रुपये तक के मूल्य के फल हमारे पहाड़ों में पैदा होते हैं, लेकिन अभी तक उन की प्राइस गारन्टी नही की गई है। यह पैरिशेबिल कमाडिटी है, यह नष्ट हो जाती है और उत्पादकों को कोई पैसा नहीं मिल पाता है और न उन को कोई लाभ होता है। मैं निवेदन करना चाहूँगा कि उन की प्राइस गारन्टी के बारे मे सरकार गम्भीरतापूर्वक विचार करे ताकि उन की आर्थिक अवस्था सुधर सके।

दूसरी बात—मैदानो मे बिकने के लिये हमारा जो फल आता है, उस पर तरह तरह के टैक्स लगते हैं। ट्रांसपोर्ट की कोई फैसिलिटी नही है, एक्साइज़ टैक्स और सेल्ज टैक्स लगता है। जब फल सड़ने लग जाता है तो उस के प्रोसेसिंग की आवश्यकता किसान को पड़ती है, प्रोसेसिंग में चीनी इस्तेमाल होती है, डिब्बे इस्तेमाल होते हैं, उन पर एक्साइज और सेल्ज टैक्स इस कदर पड़ता है कि उस के बस की बात नहीं रहती कि उस को प्रोसेस कर सके और मार्केट में भेज सके। हिमाचल प्रदेश और उत्तर प्रदेश के पहाड़ी इलाकों से लगभग 6 करोड़ रुपये के फल का किसानों को नुकसान हुआ। तो मैं आशा करता हूँ कि सरकार इस ओर ध्यान देगी जो आपकी नेशनलाइज्ड बैंक्स हैं वह न तो हार्टिकल्चरिट्स को किसी तरह की सहायता देती हैं और न प्रोसेसिंग यूनिट्स के लिए ही किसी प्रकार का अनुदान या लोन की कोई व्यवस्था की है। फ्रूट्स की मार्केटिंग के लिए भी कोई व्यवस्था नही है इसलिए जो विचौलिए है वह उनका एक्स्प्लायटेशन करते है। मै आशा करता हूँ कि उनको एक्स्प्लायटेशन से बचाने के लिए वित्त मन्त्री महोदय मुख्य रूप से पहाड़ी इलाकों की जो मुख्य उपज है उस पर गम्भीरता मे विचार करेंगे।

इन शब्दों के साथ मै इस फाइनेन्स बिल का समर्थन करता हूँ।

SHRI G. VISWANATHAN : Yesterday, while speaking in reply to the general discussion on the Finance Bill, the hon. Finance Minister no doubt referred to the relations between the Centre and the States I want to know from the Finance Minister what steps he is going to take to improve the financial condition of the States, to lift the States from their present position of indebtedness.

Secondly, regarding the monopoly houses the Finance Minister stated in his reply that the government is against the growth of monopoly. But he has evaded one important point, and that is the allegation which we have made in this House that even in 1971, after the much-talked-about great leap forward, out of 159 licences that were issued 114 licences were given to the same big monopoly houses. Why are they giving licences to the same monopoly houses again and again. I have no doubt in the *bona fides* of the Finance Minister, but in spite of his will and wishes things are going in the way I have mentioned just now.

Then, the party in power, no doubt, believes in democratic socialism and they want to encourage democratic institutions and traditions. Yet, they have formed special committees called liaison committee, or watchdog committee or super-cabinets over the State Governments. What is the function or role of these committees ?

SHRI D. N. TIWARY (Gopalganj) : No such committee has been formed in Tamilnadu.

SHRI G. VISWANATHAN : I am referring to the committees which have been formed in Bihar and Punjab. By this appointment of the committees the status and authority of

[Shri C. Viswanathan |

the State Governments are slowly undermined and the status of the Chief Ministers is slowly devalued. By the appointment of this committee the Government is confessing that it does not trust the Chief Ministers of States or the Chief Ministers belonging to the Congress Party do not have control over the administration in the respective States. Why have you created this situation ? People with influence and authority and hold in the party, particularly in the Congress Party, they have been eased out and people without grass roots are nominated as Chief Ministers. This is concentration of power. Let me tell you that power corrupts and absolute power corrupts absolutely. Hence the watchdog committees which have been formed in Bihar and Punjab are unconstitutional and illegal and they should be dissolved. Not only that, it smacks of authoritarianism. I hope government will reconsider this matter.

THE MINISTER OF FINANCE (SHRI YESHWANTRAO CHAVAN): Mr. Deputy-Speaker, I have heard the speeches of the hon. Members on the third reading and I am wandering on what points I should reply because most of the hon. Members who have spoken were putting forward their own views on certain matters for record. I do not think I can enter into any fresh controversy on some of the issues which were raised during the budget discussion, and during the second reading of this Bill, because some of the hon. Members have tried to raise the same questions again and again.

The hon. Member, Shri Shyamanandan Mishra mentioned two or three points. One was about the report of the State Bank of India. I have seen that report. I do not know whether it was necessary for them to make a reference to any particular incident.

SHRI SHAMANANDAN MISHRA : So many frauds have been committed.

SHRI YESHWANTRAO CHAVAN : I can only mention that he has raised this point.

The other point that he raised was about unauthorised production beyond the licensed capacity and whether it also evades tax. This point is a very relevant point. My presumption is that whatever is produced is certainly covered by the excise. But, I will certainly take interest in this matter to see what really is happening. As the House knows, we have appointed a committee which looks into this procedure. Possibly, we can find out through that committee what exactly is happening.

As regards his views about public savings, I share his views and our main effort will be in that direction.

About the State Governments and their finances, the hon. Member raised the question as to what are we doing about it. I can assure him that we are trying to do everything about it. Even under this Finance Bill, out of a large amount of money that we have rasied, more than one-third of the money is meant for the States. So, as far as the States-Centre question is concerned, we are trying to do everything about it. The Sixth Finance Commission is going to be appointed. It is going to have very wide terms of reference. It will go into the problems of State Governments and come up with their recommendations.

I would make a request not only to the hon. Member but to the States as well. Though the Centre should do everything possible to help the States, the States must help themselves first. This is one important point that I would like to make. Not that all the States are not doing it. Some of them are doing it. But sometimes they are resorting to methods which ultimately do not help them and which ultimately does not help the Centre also.

The other points are points of record.

SHRI P. VEKATASUBBAIAH (Nandyal) : There is a large evasion of excise duty by unauthorised powerlooms. Under the cover of exemption of duty, it is being misused by many of the textile mills. Electricity is being supplied to them. It is on record. Still under the cover of this exemption, there is a large evasion of excise duty by unauthorised powerlooms.

SHRI YESHWANTRAO CHAVAN : I will look into it.

MR. DEPUTY-SPEAKER : Now, the question is :

"That the Bill, as amended, be passed."

The motion was adopted.

15 29 hrs.

DEMANDS* FOR GRANTS (RAILWAYS), 1972-73

MR. DEPUTY-SPEAKER : The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1972-73 for which 5 hours have been allotted.

There is a large number of cut motions to the Demands for Grants. Hon. Members present in the House who are desirous of moving their cut motions may send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move.

DEMAND NO. 1 : RAILWAY BOARD

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,23,89, 000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Railway Board'."

DEMAND NO. 2 : MISCELLANEOUS EXPENDITURE.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 5,41,46, 000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3 : PAYMENTS TO WORKED LINES AND OTHERS.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 12,82, 000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March 1973, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4 : WORKING EXPENSES—ADMINISTRATION.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 67,20,34, 000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Administration'."

DEMAND NO. 5 : WORKING EXPENSES—REPAIRS AND MAINTENANCE.

MR. DEPUTY-SPEAKER : Motion moved :

"That a sum not exceeding Rs. 232,19, 19,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Repairs and Maintenance'."

DEMAND NO. 6—WORKING EXPENSES OPERATING STAFF.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 143,57, 23,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operating Staff."

* Moved with the recommendation of the President.

DEMAND NO. 7—WORKING EXPENSES-OPERATION (FUEL).

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 129,58, 81,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operation (Fuel)."

DEMAND NO. 8—WORKING EXPENSES OPERATION OTHER THAN STAFF AND FUEL

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 37,89, 69,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Operation other than Staff and Fuel."

DEMAND NO. 9—WORKING EXPENSES-MISCELLANEOUS EXPENSES

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 23, 94, 67,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Miscellaneous Expenses."

DEMAND NO. 10—WORKING EXPENSES-STAFF WELFARE

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 21,99, 94,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Staff Welfare'."

DEMAND NO. 11—WORKING EXPENSES-APPROPRIATION TO DEPRECIATION RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 82,50, 00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Appropriation to Depreciation Reserve Fund'."

DEMAND NO 11 A—WORKING EXPENSES APPROPRIATION TO PENSION FUND

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 12,00, 00,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Working Expenses-Appropriation to Pension Fund'."

DEMAND NO. 12—DIVIDEND TO GENERAL REVENUES

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 155,15 39,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of "Dividend to General Revenues'."

DEMAND NO. 13—OPEN LINE WORKS (REVENUE)

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 5,25, 27,000 be granted to the President

to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Open Line Works (Revenue)'."

DEMAND NO.14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND.

MR. DEPUTY-SPEAKER : Motin Moved :

"That a sum not exceeding Rs. 28,28, 91,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Construction of New Lines Capital and Depreciation Reserve Fund'."

DEMAND NO 15--OPEN LINE WORKS-CAPITAL, DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 489,14, 56,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Open Line Works-Capital Depreciation Reserve Fund and Development Fund'."

DEMAND NO 16—PENSIONARY CHARGES-PENSION FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 7,57, 89,000 be granted to the President *to complete* the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Pensionary Charges-Pension Fund'."

DEMAND NO. 17—REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON—DEVELOPMENT FUND

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 4,19, 02,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Repayment of Loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO 18—APPROPRIATION TO DEVELOPMENT FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 20,50, 06,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March 1973 in respect of 'Appropriation to Development Fund'."

DEMAND NO 19—APPROPRIATION TO REVENUE RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 12,03, 37,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of 'Appropriation to Revenue Reserve Fund'."

DEMAND NO. 20—PAYMENTS TOWARDS AMORTISATION OF OVER CAPITALISATION, REPAYMENT OF LOANS FROM GENERAL REVENUES AND INTEREST THEREON-REVENUE RESERVE FUND.

MR. DEPUTY-SPEAKER : Motion Moved .

"That a sum not exceeding Rs 12,33, 30,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1973, in respect of Payments towards Amortisation of over Capitalisation, Repayment of Loans from General Revenues and interest thereon-Revenue Reserve Fund'."

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Mr. Deputy-Speaker, Sir, I expected to find the full-fledged Railway Minister to be present here. It is a very rare annual occasion. He is a good friend of ours. We would like to see a littering *turban*, a Mysorean turban here.

15-31 hrs.

[SHRI K. N. TIWARY *in the Chair.*]

Sir, the Railways, as has been pointed out repeatedly, is under the grip of an octopus of over-capitalisation. It is not a thing that I understand. This Government has been able to understand. I do not know how it could be rubbed into their head that their Railways are under the grip of an octopus of over-capitalisation.

I will give an example of capital at charge. In 1950-51, it was to the tune of Rs. 900 crores and, after 20 years, in 1970-71, it amounts to Rs. 3218·77 crores. So, you understand the magnitude of over-capitalisation.

About officering the Railways, my information is—you can dispute it—that in 1960-61, the number of Class I Officers was 1067 and, in 1970-71, it has jumped up to 7,601. In the case of Class III officers, in 1960-61, the number was 4,58,000 and, in 1970-71 it has risen to only 5,54,000.

As regards your staff expenditure, as to how you are exploiting your subordinate workers, your employees, in the Indian railways, I will give you an example. In the U. K. 64 per cent of the total revenues of railways are spent on the people who work *for them; in Japan it is 59 per cent; in India* it is only 50 per cent. No doubt, your accidents have increased. In 1970-71, you had 777 accidents, and this year in 11 months alone, you have already crossed 804. If you talk about passenger amenities, it is the lowest for the unfortunate eastern zone which embraces Bihar, West Bengal and certain other areas. For the Western Railway, for the current year, it is about Rs. 34 lakhs; for Southern Railway it is Rs. 36, 15, 000; for the Central Railway it is Rs. 51, 54, 000; for the Northern Railway it is Rs. 49, 59, 000. For Eastern Railway it is Rs. 28,81,000. But for the Railway Board it is Rs. 95,41,000. What is it that you want to provide—a swimming pool for the executives and the Ministers in their rooms ?

In the Eastern Railway there had been no major works excepting Farakka. That is quite a different issue. Your performance, Mr. Qureshi, has been nothing. We have been trying desperately to see that the running of the suburban trains, particularly in the Sealdah Division, comes to an acceptable pattern, standard. Now the Scaldah Division is known more for cancellations than for running. (*Interruption*) If you see the Sealdah Division, you will know the miseries that the railways are constantly offering to the passengers. They collect money in advance for three months in the case of 3-monthly tickets and one month in the case of monthly tickets and enter into a contract, but they go on breaching the contract every day. The poor, helpless passengers suffer so much. It is nothing but a total failure on the part of the Indian Railway. They have made a mess of the whole railway system because of their political outlook, their class character and lack of talent, merit and managerial efficiency. This is the largest public sector unit which involves about Rs. 4,000 crores. But it is a great pity, Mr. Qureshi.

Talking of small comforts for commuters—Martin Light Rlys. to Howrah Station we have been begging of them to help the 40,000 travellers to travel at a low cost to enable them to go to their place of work. You cannot provide them fresh employment. Your Government has totally failed to provide employment. Now you want to deprive them of going out and making their own efforts to earn their livelihood. That is the Indian Railways today. In West Bengal, how it has been neglected, I will quote from this book published by the Bengal Chamber of Commerce and Industry : It says about North Bengal :

> "All these significant improvements and additions notwithstanding, West Bengal's transport networks suffer from a number of structural deficiencies viewed in the perspective of the present needs."

> "The railways, originally designed and constructed primarily to serve the needs of foreign trade, are not yet fully geared

to fulfil the demands of a broadbased and regionally balanced economic growth. They even fall short of the requirements of the defence needs in the current contexts. It is estimated that about 25 per cent of the total area of the State lies more than 10 miles away from the nearest railway track. Further, larg areas, comprising the sub-division of Ghatal and Contai in the district of Midnapore, Arambagh in the district of Hooghly, Balurghat in the district of West Dinajpur, and Toofanganj and Mathabhanga in the district of Cooch Behar are untouched by railways.

"Even after the laying down of the broad gauge line and construction of the Farakka link, railway connection between south and north zones of the State will continue to remain somewhat tenuous, viewed in terms of the great strategic importance of North Bengal."

Railway have not served my region at least, and I am sorry. This is what is happening. They have created an artificial scarcity of wagons. It has started from the Railway Board level, being spearheaded by the Director in charge of allocation of works. There are serious charges of corruption and mismanagement in this matter.

I have got a note where they say :—

"that the allotment of non-sponsored 'DH' class Hard coke was given by the Railway authorities all along for the last many years upto the full siding capacity each Hard coke producing colliery."

"that quota system was introduced for each Hard coke producing colliery by the Coal Controller, Calcutta, and the Joint Director Trans. (Coal), Railway Board, Calcutta, for shortage of wagons with effect from September, 1970."

"that we reconciled with the quota system introduced even though we were put to financial difficulties and we were given allotments on non-sponsored DH class Hard coke of all types all along till 28-4-1972 as per the quota sanctioned;"

"That suddenly from 29.4.1972, non-sponsored 'DH' class allotments for Bee-Hive Hard coke were stopped by the Railway Board without giving us any previous intimation or notice whereas allotments for non-sponsored DH class B. P. (by product) Hard coke are being given by the Railway authorities till date and not stopped..."

I can give this note to Shri Qureshi. It is a very serious allegation. There are charges of corruption. As a result colliery workers have been laid off, and specially in Jharia, Raniganj and Asansol area, the crisis is very very severe. The entire industry in the region is suffering for lack of wagons, for supply of raw materials, for supply of coal.

I say again that there are serious charges of corruption. The bribe, I repeat, bribe, is between Rs. 5,000 and Rs. 25,000; 60 wagons you can have at any time during the day if you are willing to dish out a certain amount of money. There, the market value fluctuates between Rs. 5,000 and Rs. 25,000. All these wagons are mostly used for carrying coal to Haryana and Gujarat areas where the coal is being sold at a very much higher price in black market. I am sure, Mr. Qureshi is aware of the fact that the coal produced in Jharia, Asansol and Raniganj specially Raniganj and Asansol, are carried by motor transport to places near to Calcutta—120 miles to Serampore and other places from where wagons are given. This is all done there with the higher-ups hand in glove with the dealers. Therefore, this is happening. The railways are in doldrums. Corruption is seething. At Howrah there is one chap, the Head Ticket Collector* who with the support of the Divisional Officers was running a racket along with money-collecting agents. The Eastern Railway Ticket-Checking Staff Association made a very good effort, and the gang became defunct. This effort resulted in an increase in Howrah Station alone...

MR. CHAIRMAN : Mr. Jyotirmoy Bosu, you are aware that you have named a person. He is not present in this house to defend himself. So, I think, you will not feel unhappy if I do not allow that to go on record...

* Not recorded.

SHRI JYOTIRMOY BOSU : The Minister is here to defend him.

MR. CHAIRMAN : This is not proper. I have been maintaining that the person who is not here present in the House to defend himself should not be named So, I will not allow that name to go on record...

SHRI JYOTIRMOY BOSU : I shall abide by what you say

MR. CHAIRMAN : The name will not go on record.

SHRI MUHAMMAD KHUDA BUKSH (Murshidabad) : This House should not be used as a forum for character assasination

MR. CHAIRMAN . If there is anything, the member is quite at liberty to mention - if there is anything fishy But he should not name the person I have not allowed mentioning the name of persons who are not here to defend themselves. Mr. Bosu may continue his speech.

SHRI JYOTIRMOY BOSU . I want to make a submission in this connection I shall abide by what you say.

SHRI P. K DEO (Kalahandi) . In this regard I would like to submit that expunctions from the records is very rarely done. I have been here since the Second Lok Sabha and I know that on very rare occasions only the Chair intervenes and remarks have been expunged, but it has become a regular feature in this Lok Sabha I don't know why. There is freedom of speech and if there is something wrong, that should be corrected or the Chair may pull him up. Why expunge it from the record ?

MR. CHAIRMAN : I think you will agree that in this Lok Sabha at any time when the name of a person was mentioned and it is not in accordance with the Rules, sitting here in the Chair, suppose you are not a member of this House or I am not a Member of the House, if any charge is brought against me, do you think it should be allowed.

SHRI P. K DEO : It is wrong.

MR. CHAIRMAN : It is. When the hon. Member mentioned by name...

SHRI P. K. DEO : I quite appreciate that it is wrong and he should be pulled up But it should not be expunged. Expunction every day, day in and day out.

MR CHAIRMAN : What is the use of my pulling up the Member when the thing goes on record.

SHRI P. K. DEO It is for the posterity to judge how we function.

SHRI A. P. SHARMA (Buxar) : Especially mentioning the names of Government servants, small or big, who have no opportunity to defend themselves here, on the floor of the House, is not proper

DR. KAILAS (Bombay South) In the previous Lok Sabhas these things were never done

SHRI JYOTIRMOY BOSU . The reporters will only take down what you allow, but my protest should be recorded. I am making a serious allegation and the Minister is here to defend him...(*Interruptions*) When the Minister's turn comes, he can rebut my charges and set the record correct.

In Howrah station alone because of the efforts put in by this group of young men of the Eastern Railway Ticket-checking staff, the increase in revenue has gone up to the extent of Rs. 4,40,000 in ten months time What is the reward that has been given ? These four persons were transferred without being given the joining time outside the State. The order is dated 17th March 1972 Then, why the members of the Chatra Parishad are being allowed to do the ticket-checking work ? I have no objection if some unemployed boys are given employment. Under what rules and authority are they allowed ? Have they been given sufficient training to handle the finances of the Indian Railways as required by the Indian Railways Act and the Rules framed thereunder ?

There are serious charges of corruption against the three Divisional Superintendents. One is in Howrah and then the other two are the Line DS and the Special DS.

Let the Minister verify and let the House know. They are involved in some corruption cases and they have been allowed to remain in this position for too long a period. One person was transferred but he got that order cancelled. Why are the revenues of the railways going down the drain ?

There is serious repression let loose. Victimisation has been effected in the Chittaranjan Locomotive Works. The office-bearers of the Chittaranjan Locomotive Works Labour Union have been ordered intra-Railway transfers. They have been transferred to various places in the Central, Western and Southern Railways.

Sir, you will appreciate that a man named Dalip Bose, who has been in Burdwan jail on 14-2-1972 has been transferred and the transfer orders have been served on him in Burdwan Jail The Railway Board through Wireless issued instructions to the General Manager, Chittaranjan Locomotive Works for this transfer. The transfers are made not by name but the positions they hold in the unions of the above factory. One person is in jail and the other three are sick and the orders of those were exhibited in notice board. These officials have been ordered to vacate immediately even the railway quarters that they have been given. Sir, the chances of transfers of the officials in other railways are not usual since Chittaranjan Locomotive is a separate unit. The conditions of work etc., are completely separate. Separate General Manager is there. Even some of them were specially trained for particular operation and work, for producing electric loco steel foundry, etc., which are not available in the other places of the railways. These transfers during the middle of the year will cause irreparable loss to their children and other family members besides financial losses. Previously an order was issued by the Railway Board that no transfer will be made and also an assurance was given, but it has been violated again. The Railway Minister was kind enough last year to intervene and to put off the transfers. Now these are being enforced. On 20th April, 1972 these were served. When these orders were served, there was heavy police arrangement. We do not understand why you require police men when the transfer orders are served. I would request the Hon'ble Minister to look into the matter of Chittaranjan Locomotive Works because you cannot compel a man to come to the office at an appointed hour, you can compel him to go out at an appointed hour, you can even compel him to go through certain muscular motions, but you cannot compel him to put his heart into the work. If you want this Indian railway which is the largest public sector enterprise, which is in real doldrums today, if you want that their condition should be improved, people's money should be secured, you must have full co-operation from the people who are really making the wheels move.

SHRI Y. ESWARA REDDY (Cuddapah): I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to open the office of Madras Vijayawada Electrification project at Vijayawada thus denying opportunities for promotion and recruitment to the employees in Andhra Pradesh (22)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper proportion between the promotees and apprentices in the matter of promotion as drivers in Vijayawada Division of S. C. Railway (23)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper seniority of works Ministries and A.I.O.Ws resulting in retrenchment of seniors and continuation of juniors in the Engineering Department on several railways (24)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain proper seniority of firemen in S. C. Railway resulting in juniors being trained and promoted as drivers (25)].

[Sbri Y. Eswara Reddy]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to condone the break-in-service imposed on workers of Diesel Loco Shed, Guntakal for the strike on 2nd and 3rd April, 1971 (26)].

That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to condone break-in-service imposed on the workers of Diesel Loco Shed, Gooty for striking work on 27.2.1971 (27)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Delay in taking up the work of extending the railway line from Macherla to Secunderabad on S.C. Railway (28)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Delay in payment of project allowance to the railway workers in Baster and Koraput Districts in the S.E. Railway (29)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to transfer the Guntakal Division of S. Railway to S. C. Railway and make consequential adjustments (30)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend the Raichur Ranigunta passenger train to Tirupati for the convenience of pilgrims (31)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Refusal to pay project allowance to the railway workers of Barauni and Garhara on N.E. Railway (32)].

"That the Demand under the Head Railway Board be reduced to Re. 1.

[Failure to bring about a single United Trade Union Organisation on the Railways in place of the present 105 organisations functioning in the Railways (33)].

SHRI RAMAVATAR SHASTRI (Patna): I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in checking corruption, pilferages and thefts in Railways (34)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in changing the bureaucratic functioning of the Railway Board (35)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in abolishing Railway Board (36)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure in doing away with top-heavy administration (37)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to prevent infructuous expenditure (38)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to separate with the various Railway Workers Unions (39)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to remove the lack of cleanlines, light and drinking water in trains (40)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Faulty system of fixing grades and effecting transfer of employees (41)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Need to reject the proposal of increasing the rates of seasonal railway tickets (42)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Lack of facilities for third class passengers (43)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to make permanent the casual labourers working in railways (44)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to absorb substitute labourers working in Railways (45)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to grant recognition to the various Railways Workers' Unions (46)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take over by Government the railway run by M/s. Martin Burn Ltd. (47)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to convert metre gauge lines into broad gauge lines (48)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to formulate a scheme for proper development of railways in the country (49)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to recruit persons from Bihar for the Divisional Office of North Frontier Railway at Katihar (50)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to run cent per cent canteens on departmental basis in Railways (51)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to run trains punctually in Eastern, South Eastern, North East Frontier raand North Eastern Railways (52)].

SHRI SURENDRA MOHANTY (Kendrapara) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Shifting of the Headquarters of S. E. railway to Orissa (64)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in withdrawing the break-in-service orders against more than five thousand railway employees at Barauni-Garhara for participating in the 33 days strike (65)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure in withdrawing the court cases launched against more than three hundred railway workers and their leaders for participating in the 33 day peaceful strike in the year 1971 for the grant of project allowance (66)].

"That the Demand unber the Head Railway Board be reduced by Rs. 100."

[Failure in granting project allowance to the railway employees working at Barauni-Garhara and other places within 20 kilometres of the Barauni Project (67)].

[Shri Ramavatar Shastri]

"That the Demand under the Head Railway Board be reduced by Rs 100

[Failure m withdrawing the suspension orders passed against 56 railway employees and their leaders at Baraum-Garhara for participating in the 33 day strike in the year 1971 for the grant of Project allowance (68)]

"That the Demand under the Head Railway Board be reduced by Rs 100 '

[Failure to recognise Indian Railway Loco Mechanical Staff Association (69)]

That the Demand under the Head Railway Board be reduced by Rs 100

[Failure to recognise All-India Railway Ministerial Staff Association (70)]

' That the Demand under the Head Railway Board be reduced by Rs 100 '

[Failure to recognise All-India Railway Employees Confederation (71)]

' That the Demand under the Head Railway Board be reduced by Rs 100 '

[Failure to recognise All India Station Masters' Association (72)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to withdraw the suspension orders passed against 11 railway employees and their leaders of Dhanbad (73)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to withdraw the victimisation orders against the railway employees at Jamshedpur, Chakradharpur, Kusunda and other places (74)]

"That the Demand under the Head Railway Board be reduced by Rs, 100 "

[Need for abolition of the present contract system for loading and unloading of goods and parcels and provision of regular employment for that work (75)]

"That the Demand under the Head Railway Board be reduced by Rs 100.'

[Need for abolition of the contract system of work in railways and performance of maintenance work and construction work departmentally (76)]

' That the Demand under the Head Railway Board be reduced by Rs 100 '

[Need for fair and impartial procedures for appointment of class IV staff so as to stop the employment of bad recruits as at present (77)]

That the Demand under the Head Railway Board be reduced by Rs 100

[Need for definite and fair policy of transfer and promotion and brushing aside all stop gap promotions resulting from favouritism and corruption (78)]

' That the Demand under the Head Railway Board be reduced by Rs 100.'

[Need to take exemplary, disciplinary action, the least being dismisal from service, against corrupt employees and officials (79)]

"That the Demand under the Head Railway Board be reduced by Rs, 100 "

[Need for effective machinery to educate the railway staff about their rights and privileges as well as their duties (80)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the N E. Railway Mazdoor Sabha (81)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide quarters to all railway employees (82)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run direct passenger train or shuttle train from Barauni to Moghalsarai (83)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a train on Patna-Gaya line of E.R. halting at all stations and arriving at Patna at 6 A.M. (84)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct new railway lines in backward areas (85)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant travel concessions to the members of the All India University Teachers Association (86)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply coal to railway as provided under the rules (87)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Pilferage and wastage of coal on Railways (88)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give adequate compensation to employees and others involved in railway accidents (89)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to fix 8 hours duty for all categories of staff on the Indian railways (90)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to open a Railway High School at Samastipur in N. E. Railway (91)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Irregularities in the payment of pensions (92)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to build a waiting room for class I at Taregna station on Patna-Gaya line of the E. Railway (93)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check Pilferage of brass from Jamalpur Railway workshop (94)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Connivance of railway officers in the thefts committed in Jamalpur Railway Workshop (95)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to enter into collective bargaining with the unrecognised unions also (96)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise the All India Carriage and Wagon Staff Council (97)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Attaching obsolete engines with passenger trains on the Eastern Railway particularly in Danapur Division (98)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need to take coal only from N C D C. for the railways instead of taking it from private mine-owners (99)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to democratise railway management and administration with the participation of elected representatives of employees (100)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in constructing a pucca overbridge at Meethapur in Patna (101)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to set up the office of the Railway Service Commission in Patna or Danapur (102)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure in changing the name of the Patna Junction station on the Eastern Railway to Patiliputra 103)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure in changing the name of Patna City Station to Patna Saheb (104)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Anti-labour policy of the Railway Board (105)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to fulfil the ten point programmes launched by the former Railway Minister, Shri Nanda (106)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking widespread corruption prevalent in railways (107)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure in adopting secret voting system, for granting recognition to the Unions (108)].

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure in introducing one union system in the Railways (109)].

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to cooperate with the Railway Employees Co-ordination Committee, Dhanbad in checking corruption and wasteful expenditure in the Railways (110)].

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure in reducing the salaries of high officials of the Indian Railways (111)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to declare the employees, who have been working as temporary hands for a long time as permanent (112)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of adequate medicines and other medical facilities for class III and class IV railway employees (113)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Unsatisactory functioning of the Railway Board (114)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.'

[Corrupt practices encouraged by the Railway Board (115)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check thefts, pilferage and wagon-breaking in the railways (116)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in introducing 48 hours' work in a week with a weekly holiday (117)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to reduce the rent of railway retiring rooms (118)].

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to restore the facilities of passes and P. T. Os. to the victimised workers at Barauni-Garhara and Dhanbad (119)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant medical facilities to the casual and substitute railway employees (120)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in treating checking staff as running staff (121)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to absorb the employees of the closed Light Railways in different parts of the country (122)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Over recruitment of class I Officers in the General Management, Civil Engineering, Mechanical, Traffic, Electrical, Signal and Communication Departments (123)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to nationalise Arrah-Sahasram and Futwah-Islampur Light Railways (124)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide the railway staff with adequate quarters with amenities of water, light, fans and lavatories (125)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to abolish contract system in coal and ash handling railways (126)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in declaring as permanent all workers who are working in coal handling under the contractors for 5 to 20 years (127)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in fixing 8 hours duty for the running staff on the Indian Railways (128)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish contract labour system (129)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Misuse of class IV staff by railway officers for performing domestic duties in their residences (130)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Collusion of Railway Protection Force with wagon breakers (131)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Connivance of high officials in wagon breaking and theft of the railway properties (132)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check wagon-breaking in broad day light at Barauni, Garhara, Jamalpur Dhanbad, Phulwari Sharif and Neora (133)].

"That the Demand under the Head Railway Board be reduced by Rs.100 "

[Failure in abolishing saloon facilities for the Railway Board officials (134)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to establish D. S. Office at Sonepur in N. E. railway (135)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct an over-bridge at Thana Bihpur Station in N. E. Railway (136)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to concede to the just demands of the coach attendants of Indian Railways (137)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish the arrangement of employing caterers on the basis of commission in the dining cars and restaurants (138)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to implement the Administrative Reforms Commission's Report regarding the Indian Railways (139)].

"That the Demand under the Head Railway Board be reduced Rs. 100."

[Need to withdraw Railway Protection Force staff from all goods sheds and to provide chowkidars in their places (140)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise All-India Train Examiners' Welfare Committee (141)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide Sealdah coaching maintenance yard (new stock siding) with proper Lighting arrangements and water supply between 12 hours and 15·30 hours during which period water supply remains suspended during the last 20 months and for which Upper India Express and other trains suffer (142)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to provide Sealdah with required number of coaches for which no overlapping 17 UP/18 DN and 14 DN/13 UP are available there resulting in Down/UP working of coaches for which proper maintenance affects. (143)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Giving pay to some junior train examiners appointed on 1-4-66 or after in grade of Rs. 205-280 in terms of Railway Boards letter No. E (NG)/1-69-P. M.-1-130 dated 2-7-70 whereas denying the same rate of pay to senior train examiners who are paid from 2-7-70 only (144)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Serious neglect on the part of Railway Board in payment of arrear of house rent allowance to the Inspectors, wagon production and other railway staff posted at M/S. Indian Standard Wagon Co., Burnpur, Asansol during the period 1964 and 1965 (145)].

"That the Demand under tha Head Railway Board be reduced by Rs. 100."

[Stoppage of work in the Jamalpur quarry due to shortage of wagons and thus creating problem of unemployment. (146)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to post a man at the enquiry counter at Jamalpur station (147)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop corrupt practices in allotment of railway wagons. (148)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Discriminatory treatment meted out to the train examiners grade D (Rs. 180-240) in Indian Railways appointed on 2-4-66 or after in the matter of upgrading their posts as those train examiners appointed or promoted on 1-4-66 or before as both the groups perform same duty with same responsibility (149)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Injustice done to the train examiners of Indian Railways in denying arrear wages of their promoted pay scale of Rs. 205-280 for the period from 1-4-66 to 1-7-70 though the arrear has been paid to the junior entrants in the same grade (150)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise All-India Signal and Telecommunication Staff Association (151)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Withdrawal of CRP from the Jamalpur workshop who were playing useful role in checking thefts, wagon breaking etc (152)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in creating Divisional Headquarters at Jamalpur in spite of the promises made (153)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay dobule railway track from Kiul to Calcutta *via* Farraka (154)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement decided policies by the administration (155)].

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to implement the recommendations of Shankar Saran Tribunal with regard to upgradation of posts of mechanical staff in loco sheds. (156)].

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to implement recommendations of the Accident Enquiry Committee with regard to upgradation of 25 per cent posts of mechanical staff working in loco sheds to avoid accidents (157)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to promote class IV staff to class III after rendering more than 5 years service all over Indian Railways as recommended by Class IV Promotion Committee (158)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to absorb the loco supervisors from steam side to diesel side due to dieselisation (159)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Ignoring promotion of senior supervisors of steam locos to diesel side and stopping promotion of junior supervisors of diesel side. (160)].

[Shri Ramavatar Shastri]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Maintenance of combined seniority of diesel and steam supervisors as in case of loco running staff as decided by the Railway Board (161)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply necessary material to loco staff for repair of engines in loco sheds. (162)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply uniforms to loco mechanical staff (163)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to replace out-dated tools and plants by modern ones in loco sheds (164)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide supervisory and other staff according to the yard-stick in loco sheds which also needs to be revised (165)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give overtime allowance after prescribed duty hours in accordance with the recommendations of Rajyadhaksha Award (166)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement Factories Act in loco sheds (167)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to keep leave reserve for the Stenographers in the Divisional Office of the Northern Railway, New Delhi (168)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in treating stenographers as essential staff for allotment of houses (169)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing railway quarters to the staff working in railway offices in Delhi prior to July, 1947 (170)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping victimisation of trade union workers in Madurai Division of the Southern Railway (171)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop inter-divisional transfer of the employees from the Madurai Division in S. Railway (172)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Anti-labour policy pursued in the Madurai Division in the S. Railway (173)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel all transfer orders of the railway trade union leaders in the Madurai Division of the Southern Railway (174)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Violation of safety rules by senior subordinates and the officers of the Danapur Division of the Eastern Railway (175)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in distributing railway lands to the landless and agricultural workers (176)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to distribute railway lands to the gangmen and not to their heads as suggested by the Railway Minister (177)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in cheking overcrowding in trains (178)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to publish the recommendations of Third Pay Commission for railway workers by June this year (179)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to Northern Railway Workers' Union (180)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to N. E. Railway Mazdoor Union (181)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to Indian Railway Checking Staff Association (182)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to All India Guards Council (183)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant recognition to All India Running Staff Association (184)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to cooperate with Dhanbad Railway workers Liaison Committee in checking corruption (185)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to upgrade the Railway High School at Danapur (Khagaul) station of Eastern Railway to a college (186)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to make arrangements for the drainage of water accumulated during rainy days in the Danapur (Khagaul) railway colony of Eastern Railway (187)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the amount of grant being given to Khagaul (Danapur) municipality by the railways (188)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to convert the Patna-Gaya line of Eastern Railway into a double line (189)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of water, light and cleanliness in all the trains runniug on Patna-Gaya line of Eastern Railway (190)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide sheds and drinking water at Parsa, Pothahi, Nadwan, Nadaul stations on Patna-Gaya line of Eastern Railway (191)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on both sides of Gulzarbagh station of Eastern Railway (192)].

[Shri Ramavatar Shashtri]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Neora station of Eastern Railway (193)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a wooden over-bridge at Neora station of Eastern Railway (194)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a building for the parcel office at Neora station of Eastern Railway (195)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to widen the existing ovar-bridge at Danapur station of Eastern Railway (196)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a Retiring Room at the Danapur station of Eastern Railway (197)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on both sides of the Taregana station on Patna- Gaya line of Eastern Railway (198)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to install a drinking water pipe in Taregana station on Patna-Gaya line (Eastern Railway) (199)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Failure to check ticketless travelling on Patna-Gaya line on Eastern Railway (200)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line from Bihta station of Eastern Railway up to Jahanabad via Bikram-Paligang-Arwal (201)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need to construct a new railway line up to Rajgir from Jahanabad station of Eastern Railway via Akaugar Sarai (202)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a new railway line along with the canal up to Dehri-on-Sone from Danapur station of Lastern Railway (203)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to lay a new railway line between Rajgir and Gaya on the Eastern Railway (204)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Bankaghat station on the Eastern Railway (205)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the platform at Phulwari Shariff railway station on the Eastern Railway (206)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce electrification from Mughal Sarai to Asansol on the Eastern Railway (207)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to pay city and house rent allowances to the railway employees working and residing in Danapur (Khagaul) on the Eastern Railway (208)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide employment to the substitute railway workers of Danapur Division of Eastern Railway (209)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to open a booking office on the southern side of Patna Junction station for the convenience of the residents of Patna South area (210)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Need to construct a wooden over-bridge at Patna Junction station on the eastern side of the station (211)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a shed at the station near Patna R. M. S. (212)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct sheds on those platforms of Patna Junction station from where trains leave for Gaya, Ranchi (213)].

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to clear slums at the Patna Junction station (214)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for passenger trains at Rajender Nagar station of Patna (215)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a fast train from Delhi to Samastipur (216)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a fast day-train from Jamshedpur to Samastipur (217)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a direct train from Patna to Dhanbad (218)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a fast day-train from Patna to Ranchi and back (219)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for the Ranchi Express at Taregna station (220)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide a halt for the South Bihar Express at Patna city station (221)].

SHRI P. M. MEHTA (Bhavnagar) ; I beg to move .

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have one class in the Railways (222)].

"That the Demand under the Head Railways Board be reduced by Rs. 100".

[Need to remove air-conditioned class in Railways (223)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give full protection to passenger trains and goods trains (224)].

[Shri P. M. Mehta]

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Need to construct a new Bhavnagar-Tarapur broad gauge line (225)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to stop the over-crowding in trains (226)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a separate permanent Tribunal for redressal of grievances of the railway employees (227)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pay adequate bonus from the surplus of revenue to Railway employees (228)],

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide sufficient Rail Wagons for movement of commodities like coal, salt and other essential commodities (229)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to improve the condition of third class compartments (230)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give awards to the Railway engine drivers Who avert the accidents (231)].

DR. LAXMINARAIN PANDEYA (Mandsaur) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to enlarge the small sheds construstructed for passenger at Jaora and Mandsaur railway stations (232)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check the increasing mismanagement in Railways (233)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run a shuttle train between Neemuch-Mandsaur-Ratlam (234)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run a mail train between Ajmer-Khandwa (235)].

SHRI JAGADISH BHATTACHARYYA (Ghatal) : I beg to move :

"That Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100".

[Failure to introduce local trains from Burdwan to Durgapur and Durgapur to Burdwan (237)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to introduce local train from Asansol to Durgapur (238)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a fly-over at Chota Pathar railway crossing on Eastern Railway (239)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to repair and properly maintain railway tunnels at Dhalkagat-Baluatala at Asansol (240)].

"That the Demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct adequate quarters for employees at Asansol and Ondal (241)].

"That the demand under the Head Miscellaneous expenditure be reduced by Rs. 100".

[Failure to supply adequate drinking water to railway employees' quarters at Asansol (242)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to provide electric trains between Kharagpur and Adra (243)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to provide express train between Howrah and Gomoh *via* Adra (244)].

SHRI R. P. DAS (Krishnagar) : I beg to move.

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Electrification beyond Krishnagar city to Lalgola of Lalgola-Ranaghat Section of Eastern Railway (245)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs, 100."

[Failure to introduce Ranaghat-Lalgola passenger train withdrawn during war between Bangladesh and Pakistan (246)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to introduce new local train between Krishnagar and Lalgola, Eastern Railway (247)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100".

[Failure to construct an over-bridge at Bethuadahari railway station, Eastern Railway (248)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a new broad gauge line from Krishnagar city to Shikarpur in Nadia district in Sealdah division (249)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a broad gauge line in place of narrow gauge between Nobodvip Ghat and Santipur railway station of Sealdah Division (250)].

DR. LAXMINARAIN PANDEYA : I beg to move :

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Failure to construct a railway line from Vikramgarh-Alot to Ratlam *via* Tal Badawade (252)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for construction of a railway line up to Udaipur *via* Ratlam-Sailana, Piplodа-Pratapgarh, Banswara covering the tribal areas of Ratlam district in Madhya Pradesh and the backward tribal areas of Chittor district in Rajasthan (253)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Shri Laxminarain Pandeya]

[Failure to construct over-bridges near the railway stations in Ratlam, Jaora and Mandsaur in Ratlam Division (254)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to construct a wider bridge in place of the ordinary bridge for the passage of the yard employees at Ratlam Station in Ratlam Division (255)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Bottlenecks in traffic on account of inordinate delay in extending Udaipur-Badisadri line up to Neemuch and indifference shown towards removing the inadequacy of railway lines in the area (256)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in and indifference towards laying broad gauge line on Ratlam-Banswara-Udaipur section (257)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Traffic bottlenecks due to delay in doubling the railway line between Ratlam and Delhi (258)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Traffic bottlenecks and the difficulties experienced by the people of the area due to delay in converting the metre gauge line into broad gauge line between Khandwa and Ajmer (259)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in laying down the proposed broad gauge line between Dohad and Indore (260)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Indifference shown towards converting narrow gauge line into broad gauge line between Ujjain and Agra (261)].

SHRI JAGADISH BHATTACHARYYA: I beg to move:

"That the demand under the Head Payments to Worked Lines and Others be reduced by Rs. 100."

[Failure of taking over Martin Burn Railway between Howrah and Amta (262)].

SHRI R. P. DAS: I beg to move:

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1.

[Need to frame new rules to absorb the relatives and dependents of the employees on their retirement or death or disablement. (264)].

"That the demand under the Head Ordinary Working Expenses—Adminisration be reduced to Re. 1.

[Need to change present system of hearing appeals which takes years together for decision (265)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to discontinue present unfair labour policy regarding temporary and casual employees (266)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to tap heavy expenditure on administrative personnal in the entire railways (267)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to abolish Railway Board and form Zonal Cells for guiding and scrutinising the work directly (268)].

"That the demand under the Head Ordinary Working Expenses--Administration be reduced to Re. 1."

[Need to withdraw orders of break in services, demotion, stoppage of increment, promotion and transfer in different zones (269)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to abolish the practice of keeping secret files and records of the employees and workers (270)].

SHRI JAGADISH BHATTACHARYYA: I beg to move :

"That the Demand under the Head Ordinery Working Expenses—Administration be reduced to Re. 1."

[Failure to increase trains and construct new lines (271)[.

'That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Need to cut 5 per cent recent increase on suburban and monthly tickets and on personal luggage of third class passengers and other increased taxes (272)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[The present form of maintaining first class compartments in the electric trains on suburban lines (273)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Overcapitalisation in railway and top heavy administration (274)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Inability to stop the wastage of railway property (277)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to decrease the fare of the third class and for increasing the tax of the season tickets (278)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to stop corruption in railways (279)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced to Re. 1."

[Failure to stop non-bonafide passengers from travelling in first class compartments particularly in the South Eastern Railway (280)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide proper amenities to casual workers working for more than six months (282)].

"That the Demand under the Head Ordinary Working Expenses--Administration be reduced by Rs. 100."

[Failure to provide more staff at different stations of different railways (283)].

"That the Demand under the Head Ordinary Working Expenses--Administration be reduced by Rs. 100."

[Shri Jagadish Bhattacharyya]

[Failure to give proper salary to Assistant Station Masters of different Railways (284)].

SHRI MADHURYYA HALDAR (Mathurapur) : I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Irregular running of trains in Sealdah Division of Eastern Railway (285)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to recognise All India Station Masters' Association. (286)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Running of damaged bogies with broken seats, doors and windows and without shutters in Sealdah Division, Eastern Railway (287)].

SHRI SURENDRA MOHANTY : I beg to move :

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Refusal to open the D. B. K. Railway to goods and passenger traffic for the benefit of the under-developed district of Koraput and adjacent districts of Andhra and Madhya Pradesh. (288)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to post G. R. P. personnel on the Titagarh Samtalpur railway line (289)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to give preference to the sons of railway employees in recruitment (290)].

"That the Demand under the Head Ordinary Working Expenses Administration be reduced by Rs. 100."

[Failure to upgrade the post of P. W. Inspectors particularly in S. E. and N. F. Railways. (291)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to pin point the track inspection by the Engineers (292)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to fix up definite responsibility of track maintenance by the Assistant and Divisional Engineers (293)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to up-grade the posts of Keyman and mate (294)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to guard against theft of P. W. materials lying scattered under open sky (295)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to record total loss occurring every month due to theft of P. W. materials (296)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Failure to meet the P. Way Inspectors by the Chief Engineers on routine (297)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Failure to fix the norms of P. Way gangs engaged for track maintenance (298)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to post Engineers in charge of tracks with adequate practical experience of track maintenance (299)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to safeguard against frustration among senior experienced employees by giving very rapid promotion to reservist candidates over others in engineering department (300)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to reduce court cases by not awarding natural justice to the appeals of the employees (301)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Inefficient working of Eastern Railway in reimbursing children's tuition fees to the staff employed in the office of Chief Mechanical Engineer and those working under Divisional Superintendent, Sealdah (302)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to merge the train examiners' grade Rs. 180-240 into the grade of Rs. 205-280 as promised by the Chairman Railway Board to the representatives of the A. I. R. F. on 18th and 19th August, 1970 when Train Examiners of Indian Railways launched work to rule campaign (303)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to reclassify materials by the Assistant Engineers (304)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Failure to absorb medically incapacitated P. W. staff in other departments within Railway where such vacancies exist (305)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to control transfers of P. W. Is. and A. P. W. Is to remove personal influence of the Divisional Engineers (306)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs 100."

[Failure to regard the rules in force by the Divisional Engineers when one is transferred during the period of store verification (307)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Failure to relieve the P. W. Inspectors of their stores burden (308)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

"Failure to implement recommendations of R. A. Cs. which concern P. Way staff (309)].

"That the Demand under the Head Ordinary Working Expenses – Administration be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Failure to remove mental anxiety of P. W. Inspectors for their store charges (310)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

"Failure to provide adequate clerical assistance to the P. W. Inspectors to deal with establishment and stores (311)]

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

[Failure to give proper shape of the Divisional P. W. Depot already opened (312)].

"That the Demand under the Head Ordinary Working Expenses- Administration be reduced by Rs 100."

[Failure to issue correct P. F. slips to the P. W. Is. and A. P. W. Is. who generally under go inter-divisional transfers (313)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

[Failure to open and operate Divisional P. W. Depot in each Division (314)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Violation of 8 hour work rule and extracting 12 to 14 hours' work from railway employees particularly from carriage staff, Hamals, Running staff (315)].

"That the Demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure in giving authorised pay scale to the workshop canteen staff in the Indian Railways (316)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to treat clerks as workers under Factories Act in pursuance of Supreme Court's judgment (317)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to abolish the practice of filling up 10 per cent vacancies of clerks in scale of Rs 130-300 on the basis of competitive examination and filling up these posts on the basis of seniority (318)].

'That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Non-implementation of Justice Shankar Saran Award (319)].

"That the Demand under the Head Ordinory Working Expenses-Administration be reduced by Rs. 100."

[Failure to implement promised promotional quota of upgradation for the ministerial staff working in the Indian Railways (320)]

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs 100."

[Need to depute two gangmen for night patrol duty instead of one as at present (321)]

"That the demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure to open more dispensaries in railway colonies (322)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to provide stool or chair to the staff at all gates and lodges at railway stations (323)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in granting casual leave facilities to the artisan staff of the Railway Workshops-according to the Award by the Tribunal (324)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in providing jobs to the Scheduled Castes and Scheduled Tribes candidates according to the quotas fixed for them (325)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Lack of materials and tools for maintenance and repairing of railway engines resulting in consumption of more coal (326)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs.100."

[Need for a through study into the working conditions of Class IV employees working in the Railways. (327)]

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need for immediate confirmation of temporary employees who have completed 10-15 years of service (328)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Failure in scrapping 14 days continuous duty round the clock by the staff at gates at railway stations (329)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need to allot rent free quarters to Class IV employees in the Railways (330)].

"That the Demand under the Head Ordinary Working Expenses-Administration be reduced by Rs 100."

[Failure in reducing workload of gangmen, keymen and Mistries in Railways (331)].

"That the Demand under the Head-Ordinary Working Expenses-Administration be reduced by Rs. 100."

[Need for granting special allowance of Rs. 10 per month to gangmen who are also to work as train scavengers (332)].

DR. LAXMINARAIN PANDEYA : I beg to move :

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to increase the medical facilities being provided to the employees of Ratlam Division on Western Railway (336)].

"That the Demand under the Head Ordinary Working Expenses-Staff Welfare be reduced by Rs. 100."

[Need to review and enhance the various facilities being provided to the employees of Ratlam Division of Western Railway (337).]

SHRI JAGADISH BHATTACHARYYA : I beg to move :

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to sanction Howrah to Asansol of E. R. as suburban section. (338)]

"That the Demand under the Head Dividend to General Revenues be reduced by Rs 100.".

[Need to introduce shift-wise trains between Burdwan and Asansol for Durgapur factory worker's in E. R. (339)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to construct double railway line from Khana junction to Sahebganj loop line in Eastern Railway (340)].

[Shri Jagadish Bhattacharyya]

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100."

[Need to take one member from Burdwan Railway Passengers' Association in the time-table committee of the Eastern Railway (341)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs 100."

[Need for stoppage of Rajdham Express at Durgapur Station (342)].

"That the Demand under the Head Dividend to General Revenues be reduced by Rs. 100 "

[Need to construct new railway line from Durgapur to Bankura (343)]

SHRI R. P. DAS : I beg to move :

"That the Demand under the Head Open Line works- (Revenue) be reduced by Rs. 100."

[Need for cleanliness at Krishnagar Railway station, Eastern Railway (344)]

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to run the Laigola fast passenger train in time (345)].

"That the Demand under the Head Open Line works-(Revenue) be reduced by Rs. 100.

[Failure to check the ticketless passengers in the Sealdah Division of E. R. (346)].

"That the Demand under the Head open Line Works-(Revenue) be reduced by Rs. 100."

[Failure of arresting the wagon-breakers at Beldangh, Plassey, Rethodehir and Unragechha railway stations of Ranaghat Lalgola section of Sealdah Division (347)].

SHRI MADHURYYA HALDAR : I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Need to open a new line from Ramrajatala to Champadanga, E. Rly., HWH Division (348)]

"That the Demand under the Head Open Line Work-(Revenue) be reduced by Rs. 100."

[Need for extension of railway line from Lakshmikantapur to Namkhana, E. Rly, Sealdah Division (349)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Need for extension of railway line from Tarakeswar to Arambag, E. Rly, Howrah Division (350)]

SHRI R. P DAS : I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to give serious attention to stop Upper India Express at Tatagar instead of Barrackpur of Sealdah Division, E.R. (351)]

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to give serious attention to the genuine grievances of the ticket checking staff of the Eastern Railway (352)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to erect shades, platforms, waybridges and booking counters at Ultadanga Station of Sealdah Division, E. R. (353)].

"That he Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to accept the repeated demands of the local people for a flag-station at Noapara. Sealdah Division of Eastern Railway (354)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to provide strict vigilance squad for preventing theft of the passengers' belongings at Howrah platform specially at night (355)]

"That the Demand under the Head Open Line Work-(Revenue) be reduced by Rs. 100."

[Failure to accept the repeated demands of the people for railway line from Malda to Balurghat of West Dinajpur, West Bengal (356)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to check the badly irregular running of the local trains of the Sealdah Division (357)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to re-model Sealdah station of E. R. (358)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to widen bridge for running the buses near the Dum Dum Railway Station, Sealdah Division, E. R. (359)].

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Failure to accept the demands of the people for increasing trains in south Section of the Sealdah Divison, E. R. (360)].

SHRI SURENDRA MOHANTY: I beg to move :

"That the Demand under the Head Open Line Works-(Revenue) be reduced by Rs. 100."

[Delay in completion of Cuttack Paradip Rail link according to the promised schedule (361)].

"That the Demand under the Head Construction of New Lines-Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct Banspani-Jakhpara rail link (366)].

SHRI BHOGENDRA JHA (Jainagar): I beg to move :

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to complete broad gauge line between Barabanki and Samastipur on the N E R. (371)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure workers' participation in management (372)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend broad gauge line from Samastipur to Raxaul *vla* Darbhanga on the N.E.R. (373)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to treat all employees having served for more than five years as permanent (374)].

[Shri Bhogendra Jha]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to withdraw orders of victimisation against 4,500 employees of Samastipur Division of the N.E R. (375)].

"That the Demand under the Head Railway Board be reduced to Re. 1 "

[Failure to abolish the Railway Board (376)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop corruption in the railways (377)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop pilferage and thefts in the railways (378)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop pilferage and thefts of goods on the N E.R. (379)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure punctual running of trains on all railways (380)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure punctual running of trains on the N.E.R. (381)].

"That the Demand under the Head Railway Board be reduced to Re. 1"

[Failure to concede the demand of project allowance to the employees of Barauni–Garahara area on the N.E.R. and E.R. (382)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to take over the privately run Light Railways (383)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to replace all the metre gauge lines in the country to broad gauge lines (384)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure uniform terms and conditions of service, promotions, etc , on all railways (385)]

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to replace the presently run sleeper bogey from Darbhanga to Palezaghat on the N E R by another sleeper bogey with normal bigger berths (386)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to introduce immediately Rajdhani Express type trains linking Delhi with Madras and Bombay (387)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure effective and democratic participation of workers in fighting corruption in railways (388)].

"That the Demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide III Class sleeper bogies from Darbhanga to Lucknow and Darbhanga to Gauhati on the N.F R (389)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Failure to ensure running of mail or express train between Barauni and Samastipur stations on the broad gauge line (398)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide any waiting room and other facilities to the pilgrims of Simaria ghat at the Rajendra Pul halt on the Eastern Railway (399)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Jaynagar and Nirmali Stations on the North Eastern Railway *via* Loukaha (400)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Jaynagar and Sitamarhi Stations by a direct railway line (401)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a direct Mithila Mail from Samastipur to New Delhi (402)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a direct fast passenger train from Jaynagar to Palezaghat on the North Eastern Railway (403)].

"That the Demand under the Head Railw y Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing of the railway line to the north of Darbhanga station on the N. Eastern Railway (404)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing to the west of Samastipur junction on the North Eastern Railway (405).

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to link Sakari and Rosera stations on the North Eastern Railway by a direct railway line (406)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to re-establish direct railway service between Bhabtiahi and Nirmali stations on the North Eastern Railway by constructing a bridge over Kosi (407)].

"That the Demand uuder the Head Railway Board be reduced by Rs. 100."

[Failure to shift the Rajendra Pul Halt further south to the northern extremity of the Rajendra bridge (408)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a new railway line from Jhahjharpur to Loukaha under Samastipur Division of the North Eastern Railway (409)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a halt at village Muraitha between Kamtaul and Jogiara stations on the North Eastern Railway (410)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct a halt at village Korahia between Jayanagar and Khajouli stations on the North Eastern Railway (411)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop 103 Up and 104 Down at Mokamah station for the passengers of North Bihar (412)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide one third class direct bogey from Samastipur to New Delhi (413)].

[Shri Bhogendra Jha]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce a fast passenger train between Narkatiaganj and Darbhanga (414)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct over-bridge on the first crossing of railway line to be north-east of Sakari station under Samastipur Division on the North Eastern Railway (415)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Lack of railways' own water supply at Laheria Sarai station in Samastipur Division of N. E. R. causing water scarcity for passengers (426)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to serve water to passengers in the train at Laheria Sarai station in Samastipur Division of N. E. R. (427)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to accord recognition to the registered office bearers North Eastern Railway Mazdoor Union, Gorakhpur headed by Shri Sarjoo Pandey, M. P. (532)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant Project Allowance and check victimisation of the striking employees of Garhara-Barauni project in the year 1971 (533)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in applying basis provided by the Board of Arbitration for the Railway employees working at Farakka, Khagia Ghat Koraput and Bastar to the workers at Barauni area in respect of granting project allowance (534)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in reinstating trade union leaders of N. E. Railway Mazdoor Union. (535)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing alternative suitable posts to 31 signal staff of N. E Railway declared surplus and to 15 marine staff of Bararigha (536)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for remodelling old quarters of N. E. Railway speciullay at Barauni, Chapra, Siwan, Thana-Bihpur and Saharsa (537)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for increasing beds and number of staff and remodelling of the Railway Hospital at Samastipur (538)].

"That the Demand under the Head Railway Board be reduced by Rs. 100"

[Need for abolishing system of daily hospital attendance for out door patients who are not granted sick leave (539)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in giving one promotion to the retiring staff as per latest Railway Board order (540)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for abolishing contract labour system in transit parcel and transhipment points for checking thefts, pilferage. etc. (541)].

DR. LAXMINARAIN PANDEYA : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in recognizing of All India Guards Council (542)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Classification in B class (Grade) train of QTS train No. 503/504 (543)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to allow A & B class city allowance to the member of running staff. (544)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to post second Guard on all Mail/Express trains specially on high speed trains (545)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.

[Non-implementation of Board's orders circulated vide No. E. (N.G.) 68CR/12 dated 17th June, 1969 for utilizing services of Guards grade B against leave vacancies of TIS and MVIS and other supervisory staff (546)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Non-implementation of Railway Board's orders rule 8 (d) of No. E. (D & A) 1171 RS.3 dated 12th April, 1971 in respect of air-conditioned express running trains between BCT/NDLS on Western Railway and flying Rani between BCT/ST on Western Railway (547)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for compulsory Life Incurance of every employee of Railways at Railway's cost (548)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the minimum mileage per rostered day to 160 Kms. instead of 120 Kms. for running staff as Gaurds and others (549)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for compulsory life insurance of guards and other staff engaged in running of trains (550)'.

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to give allowances to members of running staff travelling in 'A' and 'B' class cities and stay there (551)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Restoration of electric fittings to L.R.S. wooden attached to mail and express trains (552)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Revision of pay scale of railway guards (553)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish disparity in running staff allowance between guards Gr. B and Drivers Gr. C whose pay scales are the same (554)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Poor condition of goods brake vans (555)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Dr. Laxminarain Pandeya]

[Upgradation of posts of guards on per centage basis (556)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for better channels of promotion of guards (557)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Recognition of All India Guards Council (558)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to make provision of non-pooled quarters. (559)].

That the Demand under the Head Railway Board be reduced by Rs. 100."

[Publication of the Railway Labour Tribunal Report as early as possible (560)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check ticketless travelling on Western Railway (570)].

"That the Demand under the Head Railway Board be reduced by Rs. 100".

[Failure to provide facilities to III class passengers in railway trains (571)].

SHRI PHOOL CHAND VERMA (Ujjain) : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to lay Indore-Dohad line (574)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to extend Nagda-Ujjain shuttle upto Indore (575)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise the All India Guards Council Association (576)."

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to establish rail links with Adivasi districts of Madhya Pradesh (577)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fix quota for Ratlam in New Delhi-Bombay Rajdhani Express (578)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check pilferage of coal from Ujjain Railway station (579)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct properly the platfrom of Mahidpur Road railway station (580)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure to expedite the completion of the work of Guna-Maksi line (581)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give troelly to vendors when it becomes vacant at Nagda railway station (582)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to open a restaurant at Nagda railway station (583)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to convert Ujjain-Agar narrow gauge line into metre gauge line (584)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to halt passenger trains after 11 P. M. at the Laxmibai Nagar Railway station of Indore (585)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run Khandwa-Ajmer train at fast speed (as an express train) (586)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide shed for passengers at Nagda Railway station. (587)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to establish rail link with Mahidpur town of Madhya Pradesh (588)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide residential acoommodation to the employees of the Western Railway (589)].

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply necessary apparatus for Science and to increase the number of seats for students as also the number of teachers in the Railway High School at Garhara (599)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

Failure to recognise the North Eastern Railway Checking Staff Association (600)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise the divisional Railway Employees Coordination Committee, Dhanbad (601)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to cooperate with the Divisional Railway Employees Coordination Committee in putting an end to corruption rampant in the Railways (602)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of boggies attached to the passenger trains running on the Patna-Gaya line of the Eastern Railway to atleast 16 (603)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to attach one separate bogie (milk van) with each passenger train on the Patna-Gaya line (604)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Realisation of illegal money from the casual gangmen working under P.W.I Hazaribagh Road on the pretext of empanelling them for absorption as permanent gangmen (605)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Realisation of Rs. 100 each from the gangmen working under P. W. I. Hazaribagh Road Station (606)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

"Need to give scaled grade against the vacancies of watermen to the temporary labourers retrenched from the electricity outdoor and construction Department of North Eastern Railway (607)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need for not effecting retrenchment of labourers working for the last many years at the dump-siding, Gadhara and at other places on the North Eastern Railway on the basis of their being found overage in the screening test and need to allow them to continue working in the same scale (608)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

"Failure to give wages to casual labourers at the rate of Rs. 4·50 per day, as fixed by the Railway Board (609)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply proper uniforms in time to the employees of the North Eastern Railway (610)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to do away with the practice of taking work for 12 hours from the carriage-staff hamals and ticket collectors at Saharsa and Mansi on the North Eastern Railway (611)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fill higher posts laying vacant in the North Eastern Railway and to clear the arrears of payment to the tune of lacs of rupees to the employees (612)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in recognising the Indian Railway Signal and Telecommunication Staff Association (613)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping intermediate recruitment of the signal and telecommunication employees (614)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting weekly holidays to all the employees working in Signal and Telecommunication Department (615)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the recommedations of the Railway Accident Enquiry Committee, 1968 (616)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the Report of Uniform Committee (617)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping direct recruitment for higher posts and allowing departmental promotions from the lower grade (618)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for revision of pay scales of all categories of railwaymen on the basis of need based minimum wage (619)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for payment of bonus to Railwaymen (620)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for stopping retrenchment of casual labour and reinstating those who have already been retrenched (621)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in absorbing casual labour to permanent posts (622)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing the Award of the Arbitrator granting Project Allowance to Railwaymen working in Bastar and Koraput Districts (623)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting Project Allowance to Railwaymen working at Ranchi, Hatia and Bokaro (624)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure in stopping surrender of posts and reversions in Indian Railways (625)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need for withdrawing D. T. M. scheme from Waltair Division and other job-killing devices including automation elsewhere (626)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in introducing 6 hours duty for all staff engaged in running and operation duties (627)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping all measures of victimisation of trade Union workers in Indian Railway (628)].

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Failure in reinstating union workers removed under article 311 (2) (b) of the Constitution and rule 3 of the S. N. S. Rules, 1949 (629)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in withdrawing cases against railway employees (630)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need of immediate settlement of thousands of staff grievances including payment of arrear claims and other problems (631)].

"That the Demand under the head Railway Board be reduced by Rs. 100."

[Need of immediate payment of arrears to artisan staff promoted in 20 per cent upgraded posts from the date of issue of Railway Board's orders (632)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need of abolition of contract system and departmentalisation of work hitherto done through contract system (633)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in stopping Police and R. P. F. atrocities on railways (634)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce social security scheme for Railwaymen (635)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting city allowance to employees working at Kharagpur, Tatanagar, Vishakhapatnam and Danapur (636)].

"That the Demand under the Head Railway Board be reduced by Rs. 100.'

[Failure in re-introducing dignified uniform for the checking staff in the Indian Railway (637)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Shri Ramavatar Shastri]

[Need to provide adequate rest room facilities for T T Es at every important station (638)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to provide safety to the T T Es in course of their duties (639)]

"That the Demand under the Head Railway Board be reduced by Rs 100

[Failure in withdrawing motivated transfer orders against the Office-bearers of the Indian Railway Ticket Checking Staff Association (640)]

That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to stop booking of I I Es for inter-State Check (641)]

"That the Demand under the Head Railway Board be reduced by Rs 100 '

[Failure to abolish the system of taking work for 24 hours from the employees of signals and tele communications Department of Railways (642)]

SHRI MANORANJAN HAZRA (Arambagh) I beg to move

"That the Demand under the Head Railway Board be reduced b Rs 100

[Need to broaden the under-bridge situated just on the northern side of the Konnagar Railway station in the Eastern Railway (643)]

"That the Demand under the Head Railway Board be reduced by Rs 100

[Need to construct an over-bridge at Dankuni near the Sri Ramakrishna Vidyasram in the Eastern Railway (644)]

"That the Demand under the Head Railway Board be reduced by Rs. 100. '

[Need for doubling the Railway line from Sheoraphuli to Tarakeshwar in the Eastern Railway (645)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Need to construct a new line from Serampur to Rajbalhat *via* Morhat and Jangi-Para in the district of Hoogly in West Bengal (646)]

'That the Demand under the Head Railway Board be reduced by Rs 100 '

[Need to construct a broad gauge Railway line from Adi Saptagram to Tarakeswar *via* Jamalpur and Dhaniahali (647)]

"That the Demand under the Head Railway Board be reduced by Rs 100

[Need to construct a broad gauge Railway line from Tarakeswar to Midnapur *via* Khanakul and Ghatal (648)]

"That the Demand under the Head Railway Board be reduced by Rs 100."

[Need to construct a broad gauge Railway line from Howrah to Kamarpukur *via* Champadanga in West Bengal (649)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Need to construct a broad gauge railway line from Howrah to Badan Gunj *via* Amta in West Bengal (650)]

"That the Demand under the Head Railway Board be reduced by Rs 100 "

[Failure to re-instate the retrenched casual labourers in respect of Andul Calcutta Chord Link Railway Project (651)]

"That the Demand under the Head Railway Board be reduced by Rs. 100 "

[Failure to make permanent the casual labourers through-out the Eastern Railway (652)]

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to extend the period of service before retiring in respect of technical hands where public interest is involved (653)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to remove the indifference of the railway authority in repairing the coach numbers 1773 and 1775 with regard to their toilets broken and sealed showers and feeble electric lines (654)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to punish the officers who have been collecting fares from the passengers and not depositing the same to the authorities at Howrah Station (655)].

"That the Demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce strict audit in respect of collection and stop all sorts of irregularities permissible under the rules (656)].

DR. LAXMINARAIN PANDEYA : I beg to move :

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to run one more passenger train between Ajmer and Khandwa despite Heavy traffic there (699)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct over-bridges at Railway crossings near Ratlam, Jaora and Mandsaur Railway Stations on the Western Railway (700)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to redress the difficulties of Ratlam diesel Shed employees on the Western Railway (701)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to extend the sheds on platforms at Jaora, Mandsaur, Neemuch, Shamgarh and Suvasra in Ratlam Division on Western Railway (702)]

SHRI P. K. DEO (Kalahadi) : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100.

[Desirability of extending the Madras-Tata Express to Howrah (724)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the Bombay-Nagpur Express to Vishakhapatnam to connect the two Naval headquarters (725)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of attaching one first class and third class combined bogie in Tata-Madras Express and Madras Mail between Titlagarh and Bhubaneswar and vice versa (726)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Urgency of constructing a railway line to connect Banspani with Jakpura in South Eastern Railway (727)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Urgency of constructing a railway line to connect Bimlagarh with Talcher in South Eastern Railway (728)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Shri P R Deo]

[Desuability of constructing a railway line to connect Amaguda of D B K line with Kesinga in R V section of South Eastern Railway (729)]

SHRI BHARAT SINGH CHOWHAN (Dhar) I beg to move

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to construct an over bridge at Indore Siaganj (734)]

'That the demand under the Head Railway Board be reduced by Rs 100

(Failure to construct a flag station at Lokmanya Nagar, Indore (735)]

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to conduct survey of Indore-Baroda railway line (736)]

"That the demand under the Head Railway Board be reduced by Rs 100 '

[Failure to accelerate the speed of Bhopal-Indore train (737)

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to convert the Ratlam-Khandwa railway line into broad gauge line (738)]

'That the demand under the head Railway Board be reduced by Rs 100

[Failure to construct a railway line from Dohad to Indore (739)]

"That the demand under the Head Railway Board be reduced by Rs 100

[Failure to introduce a fast train from Ratlam to Mahu (740)]

"That the demand under the Head Railway Board be reduced by Rs 100"

[Failure to introduce a shuttle train from Nagda to Indore (741)]

'That the demand under the Head Railway Board be reduced by Rs 100'

[Failure to provide uniforms to the running staff working in trains running between Khandwa and Ajmer (742)

"That the demand under the Head Railway Board be reduced by Rs 100"

[Failure to provide sleeping accommodation to Electrical and Mechanical staff working in trains running between Khandwa and Ajmer (743)]

'That the demand under the Head Railway Board be reduced by Rs 100

[Failure to construct a railway line between Dohad and Khandwa (744)]

'That the demand under the Head Railway Board be reduced by Rs 100

[Failure to extend the railway line from Bhopal to Baroda via Indore (745)].

MR CHAIRMAN The cut Motions are before the House Shri Chandrika Prasad.

श्री चन्द्रिका प्रसाद (बलिया) माननीय सभापति जी, रेलवे मन्त्रालय की माँगो का मै समर्थन करता हूँ और मै अपने को अनुदान की क्रम सख्या 4 और 14 तक ही सीमित रखूँगा।

सभापति महोदय, 1947 मे रेलवे की पूंजी 830 करोड रुपये की थी, जिसमे कि 47 5 करोड़ रुपये का लाभ हुआ था जिस पर 32 5 करोड उसमे सूद वगैह का था। वही पूंजी आज 3,500 करोड रुपये की हो गई है जिसकी आमदनी 144 7 करोड है ओर जिसमे सूद 165 5 करोड है। आप देखेगे कि पहले 1947 की जो आमदनी थी उसमे फायदा हुआ था क्योकि सूद कम था लेकिन इधर जो इन्ट्रेस्ट है

और जो फायदा हुआ है उसमें सूद का रुपया बढ़ गया है जिस से घाटे की संभावना है। रेलवे कंवेंशन कमेटी वे इस सूद को 20 करोड़ रुपये कम करने के लिए कहा है। इस तरह से अब सूद 20 करोड़ रुपये रेलवे कन्वेंशन कमेटी कम करे या जो कम हुआ हैं वह टैक्स लगाकर जनता से लिया जायेगा, उसमें कोई खास फर्क नहीं पड़ता है। इसलिए हमारी आर्थिक स्थिति रेलवे की यह है। अब हमारे मंत्री जी ने कहा कि 1972-73 में हमें 40 करोड़ रुपये का फायदा होगा और 1972-73 में 95 लाख टन माल ढोया जाएगा जबकि आप देखेंगे कि 1971-72 में आपने सिर्फ 10 लाख टन माल ढोया। तो हमारी समझ में नहीं आया कि जब 10 लाख टन एक साल 1971-72 में आपने माल ढोया तो 95 लाख टन आगे चल कर यह कैसे हो जाएगा। इसलिए यह जो 40 करोड़ रुपये की आमदनी की बात है यह असंदिग्ध है और गलत मालूम हो रही है।

दूसरी बात आप यह देखेंगे कि रेलवे की इस किताब में जो कि हम लोगों को मिली है, रेवेन्यू एण्ड एक्सपेंडीचर सेन्ट्रल गवर्नमेंट रेलवे बजट, इसके पेज 7 पर मंत्री जी ने कहा है कि हम रुपया उधार नहीं लेंगे लेकिन रुपया जो उधार लिया जा रहा है साढ़े तीन करोड़, इसके पेमेन्ट के लिए अगर पेमेंट का खाना आप देखेंगे तो पाएगें कि उसमें निल है, उसमें पेमेन्ट का कोई तरीका नहीं बताया गया है। तो इस स्थिति में हमारी रेलवे चल रही है। रेलवे में जो प्रशासन है, उस पर जो खर्च होता है, हम ऐसा समझते हैं कि अगर उसको कम नही किया जाएगा, तो हमारा जो रेलवे बजट है वह हमेशा घाटे में ही चलता रहेगा।

इसके अलावा एक चीज मुझे यह कहनी है कि रेलवे में जो कर्मचारियों के ग्रेड बने थे वे बीस वर्ष पहले के हैं और सब लोग अन्तिम ग्रेड पर पहुँच गये हैं। इसका मुख्य कारण यह है कि फायरमैन तथा शंटर स्टाप की कुछ केटेगरीज हैं जो कि असन्तुष्ट हैं। इस कारण से हड़तालें भी होती रहती हैं रेलवे में नई-नई कैटेगरीज बनी हुई हैं। लेकिन कुछ कैटेगरीज हैं जिनको कोई सुविधा नहीं दी गई है, जैसे टी० टी० ई० हैं, कंडक्टर हैं, उनको सुविधा नही मिली है। उनको रनिंग स्टाफ में नही माना जाता है जिसके कारण विश्रामालय वगैरह नही दिया गया।

मंत्री महोदय ने अपने बजट भाषण में कहा था कि जो मान्यता प्राप्त यूनियनें हैं वे अच्छा काम कर रही है। लेकिन साथ साथ कैटेगरी वाइज यूनियनें भी हैं। वे भी अपने तौर से अच्छा काम कर रही हैं। मंत्री ने कहा था कि दोनों से मिलकर वह बात करेंगे और काम करेंगे। आपने यह भी कहा था कि ऐसा काम किया जाएगा ताकि सभी को सन्तोष हो। आपने राष्ट्र के नाम सन्देश भी प्रसारित किया था कि रेलवे में जो चोरियां होती हैं, जो भ्रष्टाचार हो रहा है, इनको रोकने के लिए कर्मचारी तथा जनता और पब्लिक वर्कज़ आपको सहयोग प्रदान करें। लेकिन जब कर्मचारियों ने आपको सहयोग देना शुरू किया और बड़े-बड़े अफसर इसमें इनवाल्व होने लगे तो मंत्री महोदय अपने दिए हुए वचन से पीछे हटने लग गए। धनबाद में आपने देखा होगा कि वहाँ रेल कर्मचारियों ने चोरियों के खिलाफ तथा टिकटलैस ट्रैवल आदि के खिलाफ एक सैमीनार आयोजित किया था और उसमें भाग लेने के लिए उन्होंने दो बार मंत्री महोदय को पत्र लिखे और उनको उसमें बुलाया था। मंत्री जी का दो बार कार्यक्रम बना लेकिन मंत्री महोदय नहीं गए। मेरा विश्वास है कि अगर आप रेलवे कर्मचारियों से मिलेंगे नहीं, उनकी बात को सुनेंगे नही, उनके साथ बैठेंगे नहीं तो रेलवे में जो चोरियां आदि होती हैं, जो गड़बड़ियाँ होती हैं वे दूर नही हो सकेंगी। कैटेगरी वाइज यूनियंज़ को आप मान्यता दें यह मैं नहीं कहता हूँ लेकिन इतना मैं जरूर कहूँगा कि विधान के अन्दर अगर कोई रजिस्टर्ड ट्रेड यूनियन है और जिसके सात सदस्य हैं, वह भी रजिस्टर्ड ट्रेड यूनियन हो सकती है और 15 (सी) में उसको एम्प्लायर को बात कहने का हक है, उसके सामने अपनी बात रखने का

[श्री चन्द्रिका प्रसाद]

अधिकार है, उसके सामने वे अपने सवाल को उठा सकते है, उसके उस अधिकार को भी आप छीन रहे है। इनके लिए, मान्यता प्रदान करने की बात मै नही कहता हूँ लेकिन इतना मै जरूर चाहता हूँ कि उनकी बात को आप सुने। आप गोरखपुर गए थे। वहाँ मान्यता प्राप्त यूनियन से आपने बात की। उसकी बात आपने सुनी। लेकिन दूसरे कर्मचारी जो अपनी बात कहना चाहते थे उनकी बात को आपने नही सुना। इसी तरह से क्लास फोर के कर्मचारी कितने ही वर्ष हो गए है अभी भी टैम्पोरेरी पडे हुए है। उनको परमानेंट नही किया गया है। इसी तरह से टाइम टेबल कमेटी मे एन० ई० रेलवे मे मैने जो छोटे मोटे सुझाव दिये अपने क्षेत्र के उनको भी नही माना गया और उसके बारे मे मैंने चिट्ठी भी लिखी लेकिन उसका भी कोई उत्तर नही दिया गया। आप समाजवाद की बात कहते है। लेकिन निचले तक के लोग जो है उनकी तरफ ध्यान नही दिया जाता है। अगर उनकी तरफ ध्यान नही दिया जायेगा तो देश समाजवाद की तरफ नही जा सकेगा, प्रगति की ओर नही बढ़ सकेगा, मजबूत नही हो सकेगा।

डिमाड 14 पर मै कुछ कहना चाहता हूँ। मंत्री महोदय कन्याकुमारी से लेकर जम्मू कश्मीर को मिलाने की बात कहते है। अब नई दिल्ली को मिलाने की बात आ गई है और वह बात पीछे हट गई है। मुझे खुशी है कि हमारा देश धर्म के अनुसार नीचे से ऊपर तक एक कडी मे बँधा हुआ है और इसमे यह और भी सुदृढ हो गई है। आपने त्रिवेन्द्रम से लेकर तिरुनेलवेली वाया कन्याकुमारी की लाइन को बजट मे स्थान दिया है। लेकिन उसके आगे सिकन्दराबाद से वर्धा को बजट मे स्थान नही दिया। उसको आपने सर्वे मे डाल दिया है। सप्लीमेंटरी डिमाड्ज मे आपने बगलौर से गुन्तकल की छोटी लाइन को बडी लाइन मे तबदील करने की बात रखी थी। इसके बारे मे पिछले तीस बरस से यह कहा जाता रहा है कि ऐसा करना लाभदायक नहीं होगा और गुड्स ट्रैफिक का जो मूवमेंट है, वह भी इसको जस्टिफाई नही करता है। जो बीस साल पहले स्थिति थी वही आज भी स्थिति है। लेकिन यह स्वागत योग्य कदम है और इस तरह के कदम और दूसरे स्थानो पर भी उठाये।

दक्षिण के लिए आपने रोड ओवर ब्रिज के लिए स्टेट्स के भाग को पचास प्रतिशत से घटा कर दस प्रतिशत कर दिया है। इससे मुझे कोई परेशानी नही है। यह खुशी की ही बात है। लेकिन सम्पूर्ण देश के लिए आपको ऐसा करना चाहिए। देश के जो उपेक्षित भाग है, जो पिछडे हुए भाग है, उनकी तरफ आपका विशेष ध्यान जाना चाहिए था। आप देखे तो आपको पता चलेगा कि एन० ई० रेलवे जो कमान वाला रेलवे है उसके कितने ही सैक्शंज पर समस्तीपुर बनारस आदि डिवीजनो पर आज तक एक भी एक्सप्रेस गाडी के दर्शन नही हो सके हैं। बलिया के लिए रोड ओवर ब्रिज की पन्द्रह-बीस साल से माँग चली आ रही है लेकिन इसको पूरा नही किया गया है। इसी तरह से माँफी ब्रिज है जो छपरा और बलिया को मिलाता है, उत्तर प्रदेश को बिहार को मिलाता है। यह सौ बरस पुराना है, टूटने वाला है। इस को स्टेट गवर्नमेंट को आप दे दे और रेलवे अपना पुल बनाए। यह माँग बहुत देर से चली आ रही है इसको भी पूरा किया जाना चाहिए। इसी तरह से देवरिया को बलिया से मिलावे के लिए घाघरा नदी पर तूरतीपार का पुल है। यह भी सौ बरस पुराना है। इसको भी स्टेट गवर्नमेंट को दे दिया जाए और यहाँ पर आप नया रेल कम रोड ब्रिज बनाये। आप सभी क्षेत्रो को एक आँख से देखें। जो उपेक्षित भाग हैं, जो बरबाद इलाके हैं, जहाँ पर कोई कम्युनिकेशन के साधन नही है, जो पिछडे हुए हैं, उनकी तरफ आप विशेष ध्यान दें। जब तक इस चीज को कमर्शियल प्वाइंट आफव्यू से देखा जाता था लेकिन यह कहा गया है कि अब ऐसा नहीं होगा। जिस तरह से आपने बंगलौर से गुन्तकल तक की छोटी लाइन को बड़ी करने का निर्णय किया है, उसी तरह से

भटनी-बनारस जो छोटी लाइन है, इसको भी आप बड़ी लाइन में तबदील करें। इसका सर्वे हो चुका है। इसको नही लिया गया है। इसको भी लिया जाना चाहिए। यह उपेक्षित क्षेत्र है। उस क्षेत्र के लिए यह रीढ की हड्डी है। इसी तरह से मऊ एक इंडस्ट्रियल सेंटर है। वह बरारम और पटरी के रास्ते में पड़ा है। अगर यह बड़ी लाइन बनेगी तो माल ढोने की क्षमता यहां बढ़ जाएगी और जो खर्चा है वह निकल आएगा। यह चीज कमर्शियली जस्टिफाइड भी है। बेकारी को दूर करने के लिए गोरखपुर वर्कशाप में कोच फैक्ट्री जैसी कोई बड़ी फैक्ट्री भी बनाई जानी चाहिए।

हावड़ा से लखनऊ तक ट्रेन आती थी जिसको एमरजेंसी में बन्द कर दिया गया था। आज तक इसको चालू नहीं किया गया है इसको चालू किया जाए इसी तरह से शाहदरा-सहारनपुर लाइन की बात भी है। एम० पी० जान दे रहे हैं अखबारों में निकाला है कि प्रधान मंत्री को भी वे मिले हैं। लेकिन अभी तक इस लाइन को रेस्टोर नही किया गया है। इसी तरह से बिहार में रेल की पटरी पर हमारी पार्टी के एम० पी० बैठे थे, उन्होंने धरना दिया था। उनकी मांग थी कि धनबाद से पटना के लिए एक डायरेक्ट लाइन हो। इसकी भी पूर्ति होनी चाहिए।

एन० ई० रेलवे की आमदनी को आप देखें। लेकिन उसके बावजूद भी यह नहीं कहा जा सकता है कि पिछले पचास बरस के अन्दर वहां कोई तरक्की हुई है। वही सड़े हुए डिब्बे हैं, वही सड़ी हुई लाइन है। पंखे नहीं है, पानी नही है। छतों पर चढ कर लोग यात्रा करते हैं। मैं चाहता हूँ कि ये सब सुविधाएँ वहाँ प्राप्त होनी चाहिए और जो रेल गाड़ियां वहाँ चलती हैं उनमें जो बोगीज लगती हैं उनकी संख्या को बढ़ाया जाना चाहिए।

नई दिल्ली से जो लखनऊ एक्सप्रेस चलती थी उसको मेल कर दिया गया है। लेकिन उसमें कोई डिब्बा नही बढाया गया। नई दिल्ली स्टेशन पर लाठियाँ और डंडे चलते है और लोगों को चोटें भी आई हैं। इसी तरह से पुरानी दिल्ली से जो पैसेजर चलती थी उसको एक्सप्रेस कर दिया गया है लेकिन कोई डिब्बा नही बढ़ाया गया है। उस गाड़ी की भी वही हालत है जो नई दिल्ली वाली गाड़ी की है। नई दिल्ली से लखनऊ जो गाड़ियाँ जाती है इनको आगे बढ़ाया जाए। लखनऊ से हावड़ा तक जो गाड़ी जाती है उसको आप दिल्ली तक ले आएं। ऐसा आपने किया तो जो हल्ला होता है और जो ये लाठियाँ चलती है, वे रुक सकेंगी। इलाहाबाद से गोहाटी तक जो 37 अप और 38 डाउन है, बीस बरस से माँग हो रही है कि एक एक्सप्रेस दें लेकिन यह भी नही दी गई है।

अब मै टिकिटलैस ट्रैवल के बारे मे कहना चाहता हूँ। आपके अफसरों ने एक होवा खड़ा कर रखा है। हमारा कहना है कि टिकिटलैस ट्रैवल अधिक बोगी लगाने से रुक सकता है। जहाँ डेढ सौ की कैपेसिटी होनी है उस डिब्बे में चार-चार सौ लोग यात्रा करते है। अगर आप यात्रियों को स्थान दें तो टिकिटलैस ट्रैवल न हो। चैकिंग के लिए आप टी० टी० और कंडक्टर आदि रखते हैं और कितने ही दूसरे लोग रखते है लेकिन जब चैकिंग होती है तो मुश्किल से दो चार आदमी ही बिना टिकट यात्रा करते हुए पकडे जाते है। आपके अफसर मनमानी करते है, फिजूल खर्ची करते है लेकिन यह कह दिया जाता है कि टिकटलैस ट्रैवल की वजह से घाटा होता है। यह भी कहा जाता है कि बिहार और उत्तर प्रदेश के लोग चोर है, बिना टिकट यात्रा करते हैं। यह गलत बात है बे इंतजामी जो है, इसको आप दूर करें। साथ ही आप हमारे बारे में जो यह धारणा न रखें। देश का यह हिस्सा क्रान्तिकारी हिस्सा रहा है, अगुआ रहा है, देश के लिए इसने खून दिया है। अन्य जगह भी बिना टिकट यात्रा होती है।

इन शब्दों के साथ मैं इस अनुदान की मांगो का समर्थन करता हूँ।

श्री रामावतार शास्त्री (पटना) : मै रेलवे बजट के अनुदान की माँगो का विरोध करने के लिए खडा हुआ हूँ—(इंटरप्शंज) मैं फिर कहता हूँ कि मैं इसका विरोध करने के लिए खड़ा हुआ हूँ। माननीय सदस्यो ने ठीक ही कहा है कि 35 सौ करोड रुपये की पूंजी इस रेलवे में लगी हुई है। और रेलवे सरकारी क्षेत्र का सबसे बड़ा प्रतिष्ठान है। लेकिन इससे कोई खुश नही है। जनता जो इसमे ट्रैवल करती है, जो यात्रा करती है, जो सफर करती है, उसको नाना प्रकार की कठिनाइयां है, तकलीफें है और कर्मचारी जो इसमे काम करते है, चौदह लाख से अधिक जिन की संख्या है वे भी परेशान है, उनको भी तकलीफें है, उन्हे दिक्कतो का सामना करना पडता है और इस लिए उनमें असंतोष है। रेलवे की वर्तमान व्यवस्था से अगर कोई संतुष्ट है, तो वे रेलवे के अधिकारी वर्ग के लोग है और मुमकिन है कि मंत्रीगण भी उससे संतुष्ट हो। लेकिन हिन्दुस्तान की बाकी तमाम जनता रेलवे की बदइन्तजामी से तंग और तबाह है। देश की जनता चाहती है कि रेलवे की व्यवस्था मे सुधार किया जाये और इसके जरिये से हम ज्यादा से ज्यादा आमदनी प्राप्त करके देश को विकसित करें, देश की समस्याओ का समाधान करे और देश को सही समाजवाद के रास्ते पर ले कर चलें। लेकिन इसमे कुछ बाधायें है और उन्ही की तरफ मैं आपका ध्यान आकर्षित करना चाहता हूँ।

16 hrs.

मंत्री महोदय को रेलवे के चौदह लाख कर्मचारियों की दिक्कतो की तरफ ध्यान देना चाहिए। उन्हें उन लोगो से बात करनी चाहिए और उनके बीच में जाना चाहिये। लेकिन ऐसा न करके कोई शान्तिपूर्ण आन्दोलन करने पर भी उन्हें सजा दी जाती है और बदले की भावना से काम लिया जाता है। जो अधिकारी दिन-रात गोलमाल करते है, उनकी तरफ मंत्री महोदय की निगाह नहीं जाती है।

बरौनी—गरहरा के पाँच हजार कर्मचारी एक साल से अधिक समय से ब्रेक-इन-सर्विस में पडे हुए है, 350 व्यक्तियों पर नाना प्रकार के मुकदमे चलाये जा रहे है, 56 व्यक्ति आज भी ससपेंडिड है और उनके बाल-बच्चे भूखों मर रहे है। मंत्री महोदय ने उनको देखा होगा। वे 14 तारीख से उनके दरवाजे पर भूख-हड़ताल कर रहे है। उनकी माँग है कि विकिटमाइजेशन की तमाम कार्यवाहियो को रद्द किया जाये।

धनबाद मे 3 जनवरी से 11 जनवरी, 1971 तक हड़ताल हुई। कर्मचारियो ने रेलवे बोर्ड के चेयरमैन के कहने पर हड़ताल को बिना शर्त वापिस ले लिया, लेकिन एक सौ से अधिक कर्मचारी अभी तक ब्रेक-इन-सर्विस मे पड़े हुए है और 11 मुअत्तिल है। इसी तरह कुसुडा मे भी 11 कर्मचारी निलम्बित है। एन० एफ० रेलवे मे भी आन्दोलन हुआ था। मै समयाभाव के कारण उसकी डीटेल्ज मे नही जाना चाहता, उससे सम्बन्धित पाँच व्यक्ति आज तक ससपेंडिड है और बहुत से कर्मचारियो की ब्रेक-इन सर्विस हो गई है। टाटानगर मे भी कुछ कर्मचारी मुअत्तिल है और कुछ ब्रेक-इन-सर्विस के शिकार है। गुटकल मे भी रेलवे के अफसरों ने गोलमाल किया, लेकिन सजा मजदूरों को दी गई और कई व्यक्तियों पर निलम्बन की तलवार चलाई गई है तथा बहुत से लोगो का ब्रेक-इन-सर्विस हो गया है।

इसी प्रकार और जगह भी कर्मचारियों में असंतोष है, क्योंकि रेलवे प्रशासन उनसे बात नही करता है, उनकी जायज माँगों को नही मानता है और उनके ग्रेड्ज तथा छुट्टियों आदि की कठिनाइयों की ओर ध्यान नहीं दिया जाता है। यदि यही स्थिति जारी रही, तो उनमें असंतोष होगा और वे आन्दोलन करेंगे। यदि मंत्री महोदय सचमुच मजदूरों का भला चाहते है, समाजवाद की तरफ बढ़ना चाहते हैं और जनतन्त्र को मजबूत करना चाहते हैं, तो वह उन लोगों से बात करें। लेकिन रेलवे प्रशासन की—और सम्पूर्ण सरकार की—नीति मजदूर-

विरोधी है। मंत्री महोदय उस नीति को छोड़ दें और कर्मचारियों से मिल-जुल कर काम करें। लेकिन मंत्री महोदय कहते हैं कि हम तो केवल रेकोगनाइज्ड यूनियनों से बात करेंगे, आपकी यूनियन रेकोगनाइज्ड नहीं हैं, हम आप की कानफेडेरेशन से बात नहीं करेंगे, आदि। रेकोगनाइज्ड यूनियनों में क्या ताकत है, वह हम सबको मालूम है।

मंत्री महोदय हमसे बात क्यों नहीं करते है ? वह कैटेगरी-यूनियन्ज से और कानफेडरेशन से बात क्यों नहीं करते हैं ? वह आलइण्डिया रेलवे एम्पलाईज कानफेडरेशन की मीटिंड में जा चुके हैं। उन्होंने वादा किया था कि वह बहुत से मामलों में कानफेडरेशन से सहयोग करेंगे, और उसका सहयोग लेंगे और उसकी बातों को सुनेंगे। लेकिन वह वादा पूरा नहीं किया गया है। वह रेकॉगनीशन के नाम पर हमारे लिए दरवाजा बन्द कर देते हैं, जिस की वजह से नाना प्रकार की कठिनाइयाँ उत्पन्न हो जाती हैं। मैं चाहूँगा कि मंत्री महोदय स्पष्ट शब्दों में यह ऐलान करें कि वह तमाम यूनियनों से और कानफेडरेशन से सहयोग लेंगे और चौदह लाख कर्मचारियों के प्रतिनिधियों से मिल कर रेलवे में थे व्याप्त भ्रष्टाचार, अव्यवस्था और गड़बड़ी को दूर करने के लिए आगे बढ़ेंगे।

मैं मंत्री महोदय के साथ कोई गर्मी के साथ बात नहीं करना चाहता हूँ। दो चार दिन पहले बात हुई थी। मैं चाहता हूँ कि वह बरौनी, गठहरा, धनबाद, कुसुंडा, गुंटकल, टाटानगर और एन० एफ० रेलवे आदि के मजदूरों के बारे में यह एलान करके श्रेय लें कि उनके विरुद्ध की गयी सारी कार्यवाहियाँ रद्द की जाती हैं।

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : The hon. Member, Shri Ramavatar Shastri knows that I have told him repeatedly that if he co-operates with the administration in stopping theft and pilferages, I am prepared to do anything he wants. He has merely to undertake that responsibility; we shall be very happy.

श्री रामावतार शास्त्री : हम मंत्री महोदय के कहने से पहले ही को-आपरेट कर रहे हैं। धनबाद में रेलवे एम्पलाईज को-आर्डिनेशन कमेटी करप्सन और फिजूल खर्चा के विरुद्ध संघर्ष कर रही है। हम सब जगह इसके लिए फाइट कर रहे हैं। लेकिन यह शर्त लगाना बहुत गलत है कि फलां काम करो, तब हम आपसे बात करेंगे। देश हमारा है, देश मजदूरों का है। वह टाटा, बिड़ला, डालमिया का नहीं है। देश किसानों और गरीबों का है। हम प्लेज्ड हैं, हमारा फर्ज है कि हम पिलफ्रेज को रोकने और भ्रष्टाचार को समाप्त करने के लिए संघर्ष करें। लेकिन मंत्री महोदय हमारी मदद नहीं कर रहे हैं।

मंत्री महोदय को धनबाद चलने के लिए निवेदन किया गया, उन्होंने प्रोग्राम बनाया, लेकिन वह नहीं गये। श्री भोगेन्द्र झा ने उन्हें समस्तीपुर चलने के लिए निवेदन किया, लेकिन वह वहाँ भी नहीं गये। में 19 अप्रैल को धनबाद गया था। मैने अधिकारियों से बात की। लेकिन भ्रष्टाचार रोकने का एक भी काम नहीं हुआ है। मंत्री महोदय की सदिच्छा के बावजूद भ्रष्टाचार बढ़ता जा रहा है। मंत्री महोदय चाहते है कि भ्रष्टाचार समाप्त हो और हम भी यही चाहते हैं, लेकिन उसके बावजूद भ्रष्टाचार बढ़ रहा है। मैं एक दो उदाहरण देना चाहता हूँ।

श्री ए० पी० शर्मा : ये मंत्री महोदय को क्यों अपने साथ ले जाना चाहते हैं ? ये खुद अच्छा काम करें।

श्री रामावतार शास्त्री : हम उनका को-आपरेशन चाहते है। लेकिन अफसर, और शायद यह माननीय सदस्य भी, चाहते हैं कि वह न जायें। हम चाहते हैं कि सब लोग मिल कर अच्छा काम करें, लेकिन माफ करें, हमें इन माननीय सदस्य से वह उम्मीद नहीं है।

कुमुंडा में किस तरह से 29 वैगन डिटेन करके, कोयला चोरी करवा कर अफसरों ने मनमानी की, इस बारे में मैं एक चिट्ठी पढ़ना चाहता हूँ :

[श्री रामावतार शास्त्री]

"Coal Area Superintendent, Eastern Railway, Dhanbad.

SUBJECT : Y/S wagons are loaded with theft coal having been stolen from the transhipment wagons by the representatives of Messrs. K. L. Matalia..."

वह कन्ट्रेक्टर है ।

सभापति महोदय : जो कुछ रिकार्ड पर आ गया है, मै उसको एक्सपंज नहीं करना चाहता हूँ । लेकिन अगर माननीय सदस्य ऐसी बातों को पहले मिनिस्टर को भेज कर डिसकस करे, तो ज्यादा यूजफुल होगा । या अगर स्वामस्वाह आप उठाना ही चाहते हैं हाउस के अन्दर तो एक यह तरीका है कि स्पीकर की नोटिस मे ला कर तब उठाएँ, तो ज्यादा अच्छा होता है । अब आप ने जिक्र कर दिया तो मैं उसको एक्सपंज नही करना हूँ लेकिन यह तरीका अच्छा नही है ।

श्री रामावतार शास्त्री : तो पूरी चिट्ठी मैं पढ़ दू या छोड़ दू ?

सभापति महोदय : छोड़ दीजिए ।

SHRI B.K. DASCHOWDHURY (Cooch-Behar) : On a point of Order, Sir. It is not clear to me and many other members as to what is wrong in reading out a letter to substantiate the point that the hon. member is making. He is pointing out how thefts are being committed.

MR. CHAIRMAN : He is not reading it in support of what he said. He is raising another matter and reading that letter.

श्री रामावतार शास्त्री : अब जब पढ़ दिया है तो पूरा पढ लेने दीजिए ।

सभापति महोदय : पढिए । आप को उसी में खुशी है तो पढ़ दीजिए ।

श्री रामावतार शास्त्री :

"With due respect, I beg to report against the above said representative that so many Y/S wagons have been loaded with theft coal having been stolen from the transhipment wagons for which coal of 29 transhipped wagons have become short and the under-loaded wagons are not being passed since a long time. Hence railways are in great loss

In this connection noted above representative many times have been informed for stopping this practice but he does not give mind on it. Y. M and Head Weigh Clerk, KDS have also been informed but is of no effect.

Therefore, you are requested to look into the matter personally and take necessary action in this regard at an early date.

Yours faithfully,
Sd/Bhola Ram.
Coal Tindal,
W. B. Kusunda "

इससे आप को अंदाज लग जायगा कि कि किस तरीके से वैगन से कोयला चुरा कर के नुकसान पहुँचाया जाता है ।

इसी तरह से मैं एक और उदाहरण दूं नार्थ ईस्टर्न रेलवे का । अधिकारियों के मकान की मरम्मत पर 2 हजार रुपया एक क्वार्टर पर खर्च हो सकता है लेकिन दो चार अधिकारियों ने मिल कर 2 लाख 25 हजार रुपया नार्थ ईस्टर्न रेलवे लखनऊ मे खर्च किया है । किस तरीके से बरबादी होती है जनता के पैसे की और किस तरह से करप्शन है यह आप जानते हैं और हम यहाँ कहना चाहते हैं कि करप्शन के खिलाफ हम लड़ने को आज भी तैयार है और आप का सहयोग करने को तैयार है, बशर्ते कि आप हमारे साथ सहयोग कीजिए, यूनियन का सहयोग कीजिए, कान्फेडरेशन का सहयोग कीजिए । कैटेगरी यूनियन आप को सहयोग करेगी, एम० ई० रेलवे मजदूर यूनियन

सहयोग करेगी, नार्दन रेलवे वर्कर्स यूनियन सहयोग करेगी, शर्मा जी पता नहीं सहयोग करेंगे या नहीं लेकिन हम उम्मीद करते हैं कि वह भी सहयोग करेंगे। तो इस तरह की बातों की ओर आप का ध्यान जाना चाहिए।

मुझे आप से एक और निवेदन करना है कि आर्बिट्रेशन ने जो एवार्ड दिया है प्रोजेक्ट एलावेंस के बारे में, गरहरा, बरौनी बिलासपुर, कोरापुट और दूसरी जगहों में जहां जहां भी मजदूर इससे संबंधित हैं उन को यह सहूलियत दीजिए।

साउथ ईस्टर्न रेलवे के मजदूर स्ट्राइक बैलट पर जा रहे हैं। उन के साथ बहुत अन्याय हो रहा है। उन लोगों को पीटा जा रहा है, तरह तरह से तबाह और तंग किया जा रहा है। तो हम चाहेंगे कि आप इधर ध्यान दें ताकि स्ट्राइक बेलट लेने की नौबत न आए।

एक बात और रह गई। मैं सवाल ही पूछ लेता हूं, क्या यह बात सच है कि रेलवे बोर्ड के चेयरमैन के लड़के गोआ मे फर्टिलाइजर फैक्ट्री मे कोई अफसर हैं और क्या यह बात भी सच है कि चेन्ना वासप्पा के लड़के भी इंडियन एल्युमिनियम कम्पनी बेलगांव में कोई अधिकारी हैं? अगर हैं तो क्या इन लोगों ने गवर्नमेंट से कायदे के मुताबिक परमीशन रेलवे सर्विस कांडक्ट रूल्स के अंतर्गत ली है या नहीं?

दूसरी बात यह है कि क्या यह बात भी सच है कि रेलवे बोर्ड के दो अफसर और एक कैरेज अभी कुछ दिनों पहले रेलवे बोर्ड के अध्यक्ष की पत्नी को लौण्डा में जो गोवा में है, रिसीव करने के लिए और वापस लाने के लिए दो दिन तक वेट कर रहे थे? अगर यह सच है तो मैं जानना चाहूँगा कि क्या यह बात करप्शन में आती है या नहीं? यह सरकार के पैसे का बेजा इस्तेमाल करना है या नहीं?

इन शब्दों के साथ मैं इस मांग का विरोध करता हूँ मुझे उम्मीद है कि जिन सवालों को मैं ने उठाया है अपने भाषण और कटमोशन के द्वारा उन के बारे में आप डीटेल्स में यहां नहीं तो लिख कर जवाब देंगे ताकि मजदूर यह समझे कि आप मजदूरों के सवालों के प्रति हमदर्दी रखते हैं और उन की मदद करना चाहते हैं।

सभापति महोदय: एक चीज मैं कहना चाहता हूँ कि डिबेट का लेवेल जरा हाई रखा जाय तो ज्यादा अच्छा होगा।

श्री राजावतार शास्त्री: सभापति महोदय, मैं ने कोई गाली तो नहीं दी है। मैं ने तो क्वेश्चन पूछा है।

SHRI A. P. SHARMA (Buxar): Mr. Chairman, Sir, when the Railway Minister came before this august House with the budget proposals, I supported them on the ground that it was based on a serious business proposition. I also gave my reasons for the support, namely, when he said that he will not go in for borrowing this year. I am one of those who sincerely feel that the Indian railways are one of the best managed and best-run railways in the world. Recently, I attended the International Labour Conference and there also I had no hesitation to express this view, because I know what was the condition of the Indian railways when the country was partitioned and what is the position of the Indian railways during the last 25 years. But, at the same time, I feel a little bit reluctant to express the same opinion when I am speaking today, not because there is serious deterioration in working of the railways but because there is a gap between the promise and the performance of the Railway Ministry.

I will be mentioning only one point to substantiate this, and that is the provision of a direct train between Patna and Dhanbad. This has become a debatable point and it is a very serious grievance of the people of Bihar. On two succcessive occasions, once in this House and once in the other House, the Railway Minister gave an assurance that this service will be started. The assurance in this House was that it will be introduced from 1st April, 1972 and the date given in the other House was 26th January, 1972 I know that even arrangements were made

[Shri A. P. Sharma]

for the running of that direct train. As you know, Patna is the capital of Bihar and the importance of Dhanbad cannot be minimised because it is the industrial capital of that area. All the arrangements were made and the General Manager of the Eastern Railway announced that the direct train would be started. I do not know what is the reason for its cancellation or postponement.

SHRI K. HANUMANTHAIYA : The reason is the fourteen days conflict

SHRI A. P SHARMA : Now the Minister says that the reason was the fourteen days' war. But this was scheduled to start from the Ist of May, for which all the arrangements were made. I would like my statement to be contradicted on facts. I can produce all the facts to show that it was scheduled to start on the Ist of May. All of a sudden, it was postponed. I do not want to charge the Railway Minister with a breach of the assurance given to both Houses of Parliament. But I would request him in all humility to meet this dire necessity of the people of that area, which was agreed to by the railway administration after careful consideration of all aspects. Therefore, I say, on this occasion, we feel very much sore about it. Unlike my hon. friend, Shri Ram Avtar Shastri, who made out so many points, I am not going to make out so many points but I will be contented by making two or three points which I have got to mention in this House.

This morning, a very important question was answered by the hon. Labour Minister and that is regarding the payment of minimum bonus to the workers in this country. As you know, we have the Bonus Act and, under that Act, everybody in this country who is classified as a worker is paid the bonus, but not the railway workers, not the workers of defence installations, not the workers of other Government undertakings which are of commercial nature. Therfore, I would like to say with all seriousness and appeal to the Railway Minister to consider this question because this question of payment of minimum bonus at least to the railway workers is going to assume a very serious form in this country. It will not be proper for the Government to say that the minimum bonus in the case of other workers should be raised from 4 per cent to 8-1/3 per cent and, when the question comes for the Government to pay the bonus to their workers, the Government will say that these workers will be denied the payment of bonus. Therefore, I would request the Railway Minister to consider this question seriously because this is going to be a very serious problem.

Then, my hon. friend, the Deputy Minister of Railways has sent a note to me and, in that note, he has explained the position as to why it is not possible or it is not necessary to set up the Railway Service Commission's headquarters at Danapur. I can produce all the notes from the Railway Ministry sent to me from time to time on this subject. I do not find that there is any difference in the various notes. It is the same reason, the same argument and the same attitude that it is not possible for the Railway Ministry to concede to this demand of the people of that area. I would request the Railway Minister to reconsider this matter

It is not that we make a demand in this House just for the sake or making a demand. Generally, the people feel that the Members of Parliament or the trade union leaders have become habituated to make demands for the sake of making demands. But that is not the point. It is a seriousdemand, a serious requirement, of the people of that area. I do not want to go into details now. I hope, he will reconsider this question.

My hon. friend, Shri Ram Avtar Shastri was just now speaking on the question of break in service of the railway employees. I am one of those who have been working for the cause of the railway employees for the last 27 years and I have always upheld their cause...

SHRI K. HANUMANTHAIYA : Without any break in service ?

SHRI A. P. SHARMA : That is correct. I am maintaining the same track; I have not changed my track also. I am always in favour of meeting the demand of the workers and I always work for it. But, at the same time, if they indulge in illegal activity or un-

called for activity, I am one of those who even if I lose popularity, will not care to support such things. All the same, to err is human. People do commit mistakes at times. But for one mistake, one should not continue to suffer throughout one's life. Therefore, the National Federation of Railwaymen have not only taken up the question of condonation of break in service in Barauni for which my hon. friend, Shri Ram Avtar Shastri, spoke, but my Federation has taken up the question of condonation of break in service of the railway employees at different places, at different times. I hope, the Railway Minister will consider this question and come to a conclusion as to what to do in this matter.

16·25 hrs.

[SHRI R. D. BHANDARE *in the Chair*]

I want to tell my hon. friend, Shri Ram Avatar Shastri, that, on this occasion, when he talks about corruption in the railways, I hold a particular view in this regard. People always talk about corruption amongst railway employees or in the railways. Can anybody say that corruption is prevalent only in Railways and nowhere in the country? On this point there have been many discussions and many differences of opinion. I do not say that because there is corruption in other places, if there is corruption in Railways it should not be removed. But I have never seen in my life—at least I have not seen anywhere in the world—that a Minister who is the head of the Ministry goes on telling that there is corruption, there is damage, there is theft, and invite Mr. Ramavatar Shastri, invite Mr. A. P. Sharma and others, to remove corruption, to minimise the damage, to minimise thefts. I have never seen such a thing happening anywhere. I wanted to make a point. I interrupted Shri Ramavatar Shastri at that time. Let us join together and remove the corruption. He wants the Railway Minister to come to his meeting. That is a very important point which I wanted to emphasize. (*Interruption*) He wants to invite the Railway Minister for his meeting because that union is not recognised. He wants to make a show before the public that the Minister is at his back and call—'wherever I call the Minister, he has to come; otherwise, I will condemn him.' (*Interruption*)

MR. CHAIRMAN: The Minister is quite powerful enough to defend himself.

SHRI A. P. SHARMA: I am not defending the Minister. I am saying how this Minister or these Ministers in the Government yield to threats, yield to intimidation, how our friends try to show their influence. Let Mr. Ramavatar Shastri or any other friend join hands with me and let us fight together to remove corruption. But why should the Minister be invited to go there? That is not the way of doing things. (*Interruption*) That is because they are not recognised; they do not fulfil the conditions for recognition; because they are a categorical organisation; because they are splinter group; they have no following of workers. Therefore, they want to bring the Minister to show to the people that they possess the necessary strength. I do not agree with this kind of intimidation, this kind of method of working in trade union. The Minister is not going to build the trade union. It is the workers and their representatives who have to build the trade union...(*Interruption*) and they will remove corruption or deficiency or inefficiency among the workers. Therefore, I want to caution the Minister that he should not fall into this kind of trap. He should not yield to this kind of threats.

In the end, I would like to appeal to the Railway Minister and the Ministry to consider all those cases where the workers have suffered so much, whether it is Barauni or Dhanbad or other places. Let us take an overall decision; let us have a package deal, regarding all these problems, whether it is project allowance or break in service then they can be solved; otherwise, piecemeal solution of the problems will not maintain peace in Railways.

With these words, I want to support the Demands; in spite of all these observations, I support the Demands, so that the Demands are passed and the workers get their share. (*Interruption*)

SHRI RAMAVATAR SHASTRI: We are ready to face the challenge. Take a secret poll and decide the representative character of the union.

श्री जगन्नाथराव जोशी (शाजापुर): सभापति महोदय, रेलवे की मांगों के अनुदानों

[श्री जगन्नाथ राव जोशी]

पर सदन मे चर्चा हो रही है। अभी मेरे मित्र ते विभाजन पूर्व की परिस्थिति का उल्लेख किया किन्तु अंग्रेजो के जमाने मे रेलवे का जो लक्ष्य था और हमारे सामने जो लक्ष्य उसमे काफी अन्तर है। अंग्रेजों के सामने प्रमुख रूप से केवल दो बातें थी। एक तो भारत जैसे विशाल देश मे एक कोने से दूसरे कोने तक पहुँचना, कही गडबड वगैरह हो तो शाति व्यवस्था के निर्माण के लिए सेना को इधर से उधर शीघ्र गति से पहुँचाना—इसी उद्देश्य से उन्होने रेलो का निर्माण और उपयोग किया। दूसरा उनके सामने लक्ष्य था भारत की जितनी कच्ची सामग्री है उसको बाहर भेजने के लिए बंदरगाह से बदरगाह तक जोडना जैसे कि मछलीपटम से मार्मागोवा तक हम देख सकते है। किन्तु जैसे ही वे चले गए, देश से आजादी आई तो देश के अन्तर्गत योजनाबद्ध तरीके से जो विकास होना चाहिए था वह, दुर्भाग्य के साथ कहना पड़ता है, नही हुआ है। हमारे सामने प्रमुख रूप से तीन लक्ष्य थे—सुरक्षा, समृद्धि और सुविधा। रेलवे को इन तीनों कामो मे हाथ बटाना है।

जहाँ तक सुरक्षा का सवाल है, देश का विभाजन होने की वजह से देश का जो ऊपरी हिस्सा है, मेरे मित्र ने जम्मू-कश्मीर का उल्लेख किया, जम्मू पहले सियालकोट से जोडा गया था किन्तु आज 25 साल हो गए, कश्मीर की समस्या कितनी जटिल है हम जानते है, बार बार वहाँ पर हमले होते हैं, अभी अभी टिथवाल में हमला हुआ है किन्तु इतना सब होने के बाद भी सेना पहुँचाने की दृष्टि से जिस द्रुत गति से पठानकोट से जम्मू का रास्ता बनना चाहिए था वह अभी तक भी ठीक नही है। जम्मू से माधोपुर जोड़ने का कुछ काम चालू है किन्तु पठानकोट से जम्मू जोड़ने का काम, जो कि एक प्रमुख भाग है, 25 साल मे भी नही हुआ। यदि हम योजनाबद्ध विकास कर लेते तो 25 साल के अन्तर्गत यह हो जाता।

इसी प्रकार 1962 मे चीन का हमला हुआ और हमको पता चला कि असम एक सेंसिटिव भाग बन गया है। असम को जोड़ने वाला लिंक एक ही था। बीच में अब हमारा मित्र बंगला देश पैदा हुआ जिसकी वजह से हमे कई सुविधाये प्राप्त हो जायेगी किन्तु पहले एक ही लाइन थी। लगातार हम मांग करते आये कि वहाँ पर डबल लाइन हो, ब्राडगेज हो, जितनी जल्दी हम उसको प्राथमिकता देकर कर सके उतना अच्छा है किन्तु वह नही हुआ। इसी प्रकार से गुजरात है, राजस्थान है। देश का नक्शा यदि रेलो की दृष्टि से देखा जाये तो अजीब बात दिखाई देती है। देश के सारे कोने मीटरगेज से भरे हुए है और देश के बीच का जो हिस्सा है वह ब्राडगेज है, चाहे आप दक्षिण मे जाये। पूर्व म जायें या उत्तर मे जाये। इस प्रकार की सुरक्षा की दृष्टि से जितना यह आवश्यक है उतना ही जैसा मै ने कहा समृद्धि के मामले मे भी रेले काफी हाथ बटा सकती है। औद्योगिक दृष्टि से देश मे जो आर्थिक असन्तुलन दिखाई देता है उसमे रेलो का एक गेज न होना एक बहुत बड़ा कारण है। जहाँ जहाँ पर ब्राडगेज की सुविधा है वहाँ पर उद्योग खडे है। तो यदि एक योजनाबद्ध तरीके से हम अपना लक्ष्य बनाते तो सफल हो सकते थे। अंग्रेजो ने तो जैसा चाहा रेलें बनाई। कही बाम्बे-बडौदा सैन्ट्रल इंडिया रेलवे हो गई, कही सदर्न मराठा रेलवे हो गई और कही ग्रेट इंडियन पेनिन्सुला रेलवे हो गई। किन्तु अंग्रेजों के चले जाने के बाद आप एक ठोस कल्पना करते कि समग्र देश मे एक ही गेज हो तो 25 सालों मे यह हो जाता। तीन योजनाओ मे 3 हजार करोड़ रुपया खर्च किया है किन्तु समग्र देश मे एक गेज नही बनी, सुरक्षा की ओर कोई ध्यान नही दिया और समृद्धि का लक्ष्य नही देखा। स्वयं मन्त्री महोदय इस बात को स्वीकार करेंगे कि मैंगलूर बन्दरगाह जो है, पोर्ट बनाने की दृष्टि से उसकी तैयारी हो रही है, किन्तु मैंगलूर बन्दरगाह पर आयरन ओर और मैन्गीज कुदरे

मुख-प्रोजेक्ट से आयेगा और वहां से मैंगलूर को जोड़ने के लिए रेलवे लाइन नही है। कुदरे मुख प्रोजेक्ट में तो उसका एक्स्प्लायटेशन हो जायेगा किन्तु वह वहां तक पहुँचे कैसे यह सवाल है? इसी प्रकार से कांडला नया बन्दरगाह बन गया लेकिन यहां मीटरगेज है। जो माल वहां आता है उसको ब्रुन गॉज से ले जाने की भी वहां कोई व्यवस्था नही है। इसलिए कह मैं रहा हूँ कि विकास की दृष्टि से जो होना चाहिए था उसकी ओर रेलवे ने ध्यान नही दिया। उस तरफ रेलवे को जरूर ध्यान देना चाहिये। मुझे खुशी है कि मंत्री महोदय ने इस बात को स्वीकार कर के आश्वासन भी जरूर दिया है कि आगे चल कर के देश भर मे एक ही गेज होगी, ब्राड गेज बनेगी। मै ने एक प्रश्न किया था तो मंत्री महोदय ने आश्वासन दिया था कि every thing has been included in perspective plan. उस पर्सपेक्टिव प्लान मे देश की सुरक्षा और समृद्धि दोनों की ओर हम ध्यान दें।

तीसरी महत्व की बात है सुविधा। रेलें जनता की सुविधा के लिये है, और जनता की सुविधा के लिये यदि हम कुछ करना चाहने तो जरूर कर सकने। जब से नये मंत्री महोदय, श्री हनुमन्तैया आये है, एक बात जरूर हुई है, और वह यह कि रेलें ठीक समय पर चलने लगी हैं। इस से यही पता चलता हैं कि यदि हमने तय किया कि कोई चीज होनी चाहिये तो हो सकती है। मैं अपने अनुभव से बताता हूँ, मेरे बड़े भाई रेलवे में काम करते हैं उन्होंने कहा कि बम्बई-भूसावल पैसेन्जर, जो पहले कभी समय पर नहीं पहुँचती थी, आज कल समय पर पहुँचने लगी है। पहले सदा तीन, चार घंटा लेट पहुँचा करती थी, क्योंकि पैसेन्जर गाड़ी थी, आर्फन चाइल्ड की तरह थी। लेकिन आज कल वह भी समय पर पहुँचती है। इससे क्या स्पष्ट होता है? यदि हम यह तय कर लें कि कोई चीज होनी चाहिये तो हो सकती है।

पिलफरेज का जहां तक प्रश्न हैं, माननीय रामावतार शास्त्री जी चले गये, यह यार्डों में बहुत बड़े पैमाने पर होता है। इस का एक कारण यह है कि जब गाड़ियां यार्डों मे ट्राशिपमेंट के लिये खड़ी रहती हैं तभी चोरियां होती हैं। यदि देश भर में एक गेज हो तो ट्राशिपमेंट का सवाल ही नही आता। मुगल-सराय जैसे बड़े यार्डों में जो गाड़ियां खड़ी रहती है वहां उन में चोरियां होती हैं। वहां लोग वहीं कहते है कि यहां पर कोई कोयला नहीं खरीदता। चाहे घर हो, दुकान हो, होटल हो, कोई भी कोयला नही खरीदता। एक जगह तो यहां तक बताया गया कि कपड़ा भी मिल जाता है चोरी का और काजू भी मिला। तो नेशनल कैरेक्टर का सवाल आ कर खड़ा हो जाता है कि क्या देश मे यही हवा चलेगी कि मुफत मे मिलने मे ही काम चलना चाहिये? चोरी शर्म का सवाल है। इसलिये राष्ट्रीय चरित्र की दृष्टि से हम को कुछ करना पड़ेगा।

एक सवाल मै ने इसी सत्र मे किया था कि रेलवे मे कितनी चोरियां हुई, कितने लोग पकड़े गये, और उनमे कौन कौन लोग है। 1970, 1971 मे कितनी चोरियां हुई। जो उत्तर मिला उससे स्पष्ट हुआ कि चोरियों की संख्या बढ़ गयी है, चोरी करने वालों में सुरक्षा दल के लोग भी है, उनकी संख्या बढ़ी है। रेलवे के अन्य कर्मचारियों की भी संख्या चोरी करने में बढ़ी है। जिन लोगों को सुरक्षा के लिये रखा गया है वे स्वयं चोरियों मे सम्मिलित होते है। सुरक्षा दल के कर्मचारियों की संख्या भी बढ गयी है, घटी नही है। जिन को सुरक्षा दल मे सुरक्षा के लिये रखा जाता है, उन्ही की तदादा चोरी करने में बढ़ गयी। तो पिलफरेज बढ़ेगा ही। इसलिये चोरियों को कम करने का एक ही इलाज है देश मे एक ही गेज होनी चाहिये। एक कोने से दूसरे कोने तक एक ही गेज हो जिस से 80 प्रतिशत चोरियां कम हो जायेंगी। यार्डों के अन्दर में बहुत बड़ी मात्रा में चोरियां कम हो जायेंगी।

दूसरी बात यह है कि इन चोरियों की वजह से रेलवे को जो भुगतान करना पड़ता है यह भी सालों साल बढ़ता है, घटता नही है।

[श्री जगन्नाथराव जोशी]

और यह बोझा सामान्य आदमी पर आता है। रेल के किरायों को बढ़ा कर यह किया जाता है और इस की पूर्ति करने की कोशिश की जाती है।

पैसेंजर ट्रैफिक से रेलवे को लाभ नही होता, बल्कि गुड्स ट्रफिक से होता है। उसमे भी कमियाँ आने लगती हैं और इसलिये आती हैं कि लोगों को लगता है कि हमारा माल सुरक्षित नही पहुँचता। इसलिये लोग अपना माल ट्रकों से अधिक भेजते है, जब कि ट्रक से माल भेजना महंगा पड़ता है। इसलिमे रेल विभाग को सोचना चाहिये कि जब व्यक्ति का माल रेलवे मस्ता पहुँचाता है, फिर भी ट्रक से लोग क्यों अपना माल भेजते है ? कारण स्पष्ट है कि लोगों का माल रेल द्वारा सुरक्षित नही पहुँचता। यदि उन को यह अनुभव हो जाय कि उनका माल सुरक्षित पहुंचना है तो वह रेलवे की तरफ आयेंगे।

सरकार यह सोचती है कि अपना जितना पंजा फैला दिया जाय उतना ही अच्छा है। लोग रेल से अपना माल नही भेजते है, बल्कि ट्रक से भेजते हैं तो सरकार सोचती है कि ट्रकों को अपने हाथ में ले लें। यानि एक गलती से दूसरी गलती आप करने जाते है। वास्तव में गलती कहाँ हुई है उसको नहीं सुधारते। सम्पूर्ण देश में एक मेज का होना अति आवश्यक है, और तभी चोरियाँ रुकेंगी और लोगों मे विश्वास पैदा होगा कि उनका माल सुरक्षित पहुँचेगा। रेलों के अन्दर जो चोरियाँ होती हैं इनको यदि हम ठीक कर सके तो रेलवे को जो घाटा होता है वह कम हो जायेगा।

तीसरी बात यह है कि माननीय नन्दा जी जब रेल मंत्री थे तो उन्होंने 11 सूत्री प्रोग्राम दिया था फ्यूएल की फ़िजूल खर्ची के बारे में, उसमें कोयले की फ़िजूल खर्ची बहुत बड़ी मात्रा में है।

तो यह जो फ़िजूलखर्ची रोकने की दृष्टि से उन्होंने कार्यक्रम दिया था, उसके बारे में मैंने एक प्रश्न किया था कि उसके ऊपर अमल हुआ है या नही क्योकि उसमे पता चलता है कि फ़िजूलखर्ची रोकने से काफी लाभ हुआ है। इसलिए मैं समझता हूँ कि यह जो फ्यूल की फ़जूलखर्ची है, इसकी ओर और ज्यादा ध्यान देने की आवश्यकता है।

अब क्योकि मैं समाप्त करने वाला हूँ, इसलिए यात्रियो को सुविधाएं देने के संबंध मे एक बात और कहना चहता हूँ। अब नई राजधानी एक्सप्रेस शुरू हो गई है। पुरानी तो कलकत्ता तक जाती ही थी। अब नई राजधानी एक्सप्रेस बड़ी तीव्र गति से, बड़ी तेज गति से जाने लगी है, किन्तु मैने जो सुविधा देने की बात कहा थी वह तीसरे दर्जे के यात्रियो को सुविधा देने की बात कही थी, जिन पर ज्यादा भार पड़ता है और लगातार जब से मैं लोक सभा में चुन कर आया हूँ यही माँग करता रहा हूँ कि बम्बई से भुसावल और भोपाल होती हुई जनता एक्सप्रेस गाड़ी चलाई जाय। अब मै यह देख रहा हूँ कि हफ्ते मे पाँच बार डि-लक्स और एयर-कन्डीशंड गाड़ियाँ चलाई जा रही है। बम्बई से भोपाल होते हुए दिल्ली के लिए गाड़ी क्यों नही चलाई जाती, थर्ड क्लास जनता एक्सप्रेस क्यों नही चलाई जाती ? क्यों नही वह चलाई जा रही है ? लखनऊ के लिए बम्बई में बड़ा ट्रैफिक रहता है। मैने इसके लिए भी कई बार माँग की है कि बम्बई से लखनऊ के लिए गाड़ी चलाई जाय, लेकिन नही चलाई जाती, किन्तु हमारी आँखों के सामने डि-लक्स गाड़ी चलती है। हमे खुशी है कि डि-लक्स और एयर-कंडीशंड गाड़ियाँ चलीं, बट नाट दट दि कास्ट आफ कामन मैन। यह हमें मंजूर नही है। वास्तव में थर्ड क्लास के यात्रियों को सुविधायें मिलनी चाहिएं और तीसरे दर्जे के लोगों को ज्यादा से ज्यादा सुविधाएँ देने की ओर ध्यान दिया जाए।

सरकारी कर्मचारियों के बारे में मुझे ज्यादा कहने की जरूरत नहीं है, किन्तु रेलवे के अन्दर

लोग केजुअल लेबर के नाते दस-दस और पन्द्रह-पन्द्रह साल तक काम करते हैं लेकिन उन्हें पर्मानेन्ट नहीं बनाया जाता है। तो क्या रेलवे का बड़ा महकमा होने की वजह से ऐसा है ? ऐसी स्थिति होने से आखिर उनके मन में असंतोष है कि सरकारी कर्मचारी होने के बाद भी हमें पे कमीशन के अन्तर्गत नहीं लाया जाता और जो सुविधायें दूसरे सरकारी कर्मचारियों को मिलती हैं वे उनको नहीं मिलती है। इस ओर भी मंत्री महोदय ध्यान दें।

सभापति महोदय : यह सवाल तो कई दफा सदन में उठाया जा चुका है।

श्री जगन्नाथराव जोशी : मैं इसलिए यह कह रहा हूँ कि जैसे मंत्री जी के प्रयत्नों से गाड़ियाँ ठीक समय से आने लगी है, उसी तरह से सारे महकमे को ठीक करने की दृष्टि से मंत्री महोदय इस ओर भी ध्यान दें। इन शब्दों के साथ मैं समाप्त करता हूं।

SHRI K. NARAYANA RAO (Bobbih) : I have to make a few proposals for the consideration of the Railway Ministry. So, I do not want to enter into other details, but I shall confine myself to a few suggestions which the hon. Minister may consider seriously.

Since the capital of Andhra Pradesh is situated at Hyderabad, many people are finding it extremely difficult to reach the capital expeditiously because there are not many fast-moving trains to reach Hyderabad. I, therefore, request specifically that the present Golconda Express connecting Hyderabad and Vijayawada may be extended on one side towards Ichchapuram and on the other to Gudur.

Similarly, the people of Andhra Pradesh are finding it extremely difficult to reach Bombay, because there is no fast-moving train between Secunderadad and Bombay. I, therefore, request that a mail service be introduced between the two coastal towns of Visakhapatnam and Bombay *via* Secunderabad.

The DVK Railway largely caters for the carriage of iron ore. I request that the DVK railway line may be connected with Visakhapatnam through Kazipettah as this will considerably reduce the milage of travel between Calcutta and Hydarabed and it will also reduce the traffic bottle-neck on the main line between Howrah and Madras.

These were the few suggestions that I wanted to make, and I hope and trust that the hon. Minister will kindly consider them and see that justice is done.

SHRI MANORANJAN HAZRA (Arambagh) : While the Prime Minister is going to celebrate the bi-centenary of India's great son, Raja Ram Mohan Roy it is very painful for me to point out that the birth place of this great son is going without a railway line. Of course, it is within my constituency, and I must look to the interest of the people of my constituency, and, therefore, I would request the hon. Minister to look into the matter.

Secondly, it is high time the authorities took up the question of the grievances of the employees who have been working in the railways As regards casual labour, after the completion of a scheme, they are being retrenched everywhere, in the Eastern, South Eastern and Northern Railways. Thirdly, I would request the hon. Minister to make an end of the practice of the break in service rule.

Fourthly, I want to give some information to the hon. Minister In the DSK office situated in the Garden Reach area of the South Eastern Railway, there was an honest officer by name Shri Sudhir Kumar Guha Majumdar who retired on 13th May last, but it is strange that all the dues to which he is entitled to get have been withheld on the plea that some irregularities have taken place in respect of his work. He has served the DSK office for the last 30 years without any complaint being instituted against him, but after his retirement when he has come out of the office with honour and dignity and who was loved by all at that time, his dues have been withheld. This is nothing but penalising him and his children. Due to this ill-treatment he attempted to commit suicide. He is a friend of mine. Having been informed about him, I air-dashed to Calcutta and went to his house. He has been remo-

[Shri Manoranjan Hazra]

ved to hospital and probably he will regain consciousness. This kind of thing is going on everywhere. I would request the hon. Minister to look into it.

Fifthly I would urge upon the Minister one thing. The DEN office at Malda is going to be shifted to Katihar. Nearly 500 people will be affected. I would ask the hon. Minister to kindly take note of the hardship that will be caused to them and remove it.

SHRI R. N. BARMAN (Balurghat) : Sir, I rise to support the demands for grants relating to Railway Budget for the year 1972-73.

While taking part in the discussion on Railway Appropriation Bill. I should like to draw the attention of the Hon'ble Minister in-charge of Railways to one important aspect for which I am trying since my entry into this august House.

The area comprising my constituency is the most backward area in the State of West Bengal, and it is known as West Dinajpur District. This District is 325 KM in length from one end to another, but the Railway line through this District covers only 32 Km and that too is not linked with the line which runs through Calcutta.

The demand for establishing a railway line in this District which felt the brunt of Partition in many ways is a very old one. Many former Railway Ministers including the late Prime Minister, Shri Lal Bahadur Shastri visited this area and assured the local people that the District will be connected with the main railway line. This promise was made at Balurghat headquarters of the District. Shri Jagjivan Ram, when he was the Railway Minister, also went there and met the people of Balurghat, the District Headquarters and assured them about providing the railway connection. Subsequently, a survey was conducted in 1949. Sir I am sorry to point out that inspite of all these promises and assurances, nothing positive has been made so far in this direction.

Sir, if one considers it and makes an objective and pragmatic approach to the problem, one will see that this District has no proper line of communication worth mentioning. It has a lengthy border running along Bangla Desh and its strategic importance was appreciated during the recent Indo Pak war. West Dinajpur is know as the granary of North Bengal. Since the days of partition a heavy concentration of migrants from the then Pakistan have doubled the population of this District. Recently the district has been declared as a backward area and is entitled to have financial help for establishing industries under the Central Government Schemes.

In view of these facts nobody would deny the utter necessity of a railway line connecting the district headquarters and other parts of this district to the State Headquarters. It is feasible if a railway line is constructed from Maldah to Balurghat *via* Gazol. I may suggest that the line may further be extended to Hili to link up with Bangla Desh. I stress that a Broadguage Railway line should be constructed without any further delay. Not one, but all the Railway Ministers have felt the necessity of it. A former Deputy Chief Minister of West Bengal urged upon Central Government to do the same. A representation to that effect was also made to Prime Minister, Smt. Indira Gandhi by a deputation, when She addressed a Public Meeting at Balurghat during last election.

Sir I am sorry to say that the Government is not responding in the expected way. In a reply to my letter recently; the Railway Minister has informed me that an up-to-date survey is necessary and some amount for this survey has been allocated in the current Budget. But that is not all. When the survey is going to take place, I would like to have a categorical reply. How much time it will take to complete it ? When the Government will make up his mind ? I want a clear-cut answer for all these things from the Hon'ble Minister. 23 years have passed since the survey conducted in 1949 and no fruitful results have emerged so far. Sir, I demand that no further time should be wasted in this connection. Let the task be completed immediately. What is the bitch to include it in the 4th Five Year Plan. Why

not all preliminary things be completed without further delay.

Sir, I want to mention one more point. That is about wagons and their movements. Only the other day, we discussed about power crisis. We all know, how due to shortage of coal supply power stations became useless. There is no dearth of coal. In my own State, huge coal stock has been piled up near pit holes. Due to paucity of wagons it cannot be moved with the result it is posing serious problems to all concerned.

Same is the case with Bihar and according to the Chief Minister of Bihar, wagon problem is causing serious concern. I do not want to go in details. I want to point out that there is lack of planning and co-ordination in the Ministries. The Minister himself had admitted that there is no dearth of wagon--then Sir, why this crisis exists; why speedy movement of wagon is not possible, what prevents the Railway Authorities to put an end to this unbearable situation ?

Sir, I can tell the Minister, whatever may be his explanations, if he does not get rid of this wagon crisis, the whole industry will collapse. I hope, he will realise it and rise to the occasion and solve this problem immediately.

*SHRI M. M. JOSEPH (Peermade) : Mr. Chairman, Sir, the biggest railway system in Asia is in India. The Central Government and millions of our people are proud of it. When you take into consideration the needs of our country it is doubtful whether compared to other countries our railway system is in the fore front. Our railway system is very much interlinked with the development of agriculture and industry. In the last 25 years our country has made tremendous progress in the field of agriculture and industry. I charge that corresponding development has not been made in the railway system of this country. To import the raw materials required for agricultural and industrial development and also to export agricultural and industrial products a lot of progress has to be made in the wagon supply position of this country. As a member of the Consultative Committee, Sir, I have received a number of representations from the people, but I would like to bring only a few of them to the notice of the hon. Minister on this occasion.

Molasses required for the distlaries in Kerala is got from Andhra and Madras. It is true that very recently, some two months back a situation emerged where the distillaries of Kerala had to be closed down for want of molasses. Another thing is, Kerala is a State which abounds in forest wealth. There are many saw mills and timber industries in that State. Because those mills and factories in south Kerala did not get the required raw materials and also the facilities to export their finished products they had to close down. Similarly, in central Kerala, especially in Chalakkudi and other places, tile factories had to be closed down because wagons were not available in time for export of finished products and import of raw materials. Even though as a member of the Consultative Committee I had brought this matter to the notice of the hon. Minister but also to the Divisional Manager in nothing has been done to remedy the situation.

Sir, I cannot refrain from saying a few words about passenger amenities. For the passengers from Delhi to Kerala there is only one Cochin-compartment daily provided by the railways. Even in that compartment half the seats are reserved for passengers going to places north of Madras. For the Keralites who are working in the capital of India, whenever they want to go to their native place on leave it is a fact that they will get railway reservation only after their leave has expired. Today, Sir, the position is that even after waiting day and night for twenty consecutive days a man who wants to go to Kerala does not get any reservation. I will tell my own personal experience. For a friend of mine I tried to get a ticket by a train leaving Delhi to Cochin on or before the 28th of this month. I tried in the Parliament House booking office as well as in the New Delhi Railway Station, but I was told that no reservation was available till the 28th. That same friend when he paid some money to the travel agents got reservation for the 25th. This is the tragedy. Arrangement should be made to attach at least two

* The original speech was delivered in Malayalam.

[Shri M. M Joseph]

direct compartments to Cochin with all the trains going to the south.

17 hrs.

In the new Railway Report mention has been made about some new lines. When I talk of railway lines I have to mention painfully certain things. For a very long time the people of Kerala have been demanding one or two more railway lines. They have sent representations with the signatures of lakhs of people. They have also represented through their elected representatives. I myself submitted a representation to the Railway Minister. The high ranges in Kerala produce the maximum amount of cash crops which earn 40 per cent of the foreign exchange for India. Recently a new district by the name Idikki has been formed taking into account the importance of this area. I submitted a memorandum to the Railway Minister requesting him to lay a railway line through this area. I was surprised to receive a prompt reply. On verification I realised that there was a reason for such a prompt reply. In the report it is mentioned that 28,000 compensation cases are pending for disposal and two lakh representations are pending where the parties have complained that they had beed over-charged I was complaining that the officers of the Railway Department were showing indifference and neglect of duty and that was why I got a prompt reply. What was the reply ? The reply was that because the area is situated at a high altitude the railway line even if constructed will not de economical. I was thinking whether Simla, Ootacamund and Nilgiris are plain areas and therefore no difficulty was felt in having railway lines there.

Sir, two more railway lines are an urgent necessity in Kerala. They are : from Punalur via Ranni and Kumali to Madura, and from Ernakulam through the high ranges to Madura. The agricultural production and cash crops in these areas justify these two lines. Last year, Sir, more than ten lakhs of people visited Sabari Mala which is a place of pilgrimage. This is mentioned in the report of the State Government and also in the report of the Tourist Department. People are yearning to see the beautiful Game Sanctuary at Thekkadi in Kerala. Therefore, Sir, I request the hon. Minister to take up the work of these two lines.

Before I conclude, I have to say something about the workers. Something has been mentioned in the report about the casual labourers. People working in the kitchen cars for eight and ten years are still temporary. People working in railway centeens for twelve years have not been made permanent. In the report it is mentioned that people from casual labourers will be made permanent but newly recruited people are confirmed and the casual labourers continue as temporary workers. I invite the attention of the hon. Minister to this matter and request him to take the necessary action.

SHRI N. SHIVAPPA (Hassan) : Mr. Chairman, Sir, it is very unfotunate that I have to commence my deliberations on these demands, or support these demands, with certain figures which are going to establish the pathetic condition of the functioning of the railways. I am going to quote figures which are available in the documents supplied by the railways. During the year 1970-71 the compensation paid for pilferage is Rs. 5,15·11,646. The income during the same year by way of goods transport was about Rs. 6,00,12,000. If this is the position why should we run these trains at all ? Why is the pilferage on such a large scale ? This is a very important question which the Minister will have to answer. People at the helm of affairs should consider this problem in all seriousness and find solutions in the interests of better administration. We see a ray of hope of some good administration, though not the best administration, because of the efforts made by an efficient person like Shri K. Hanumanthaiya, ably assisted by his Deputy. With regard to punctuality in the running of trains, with regard to so many other improvements made, we congratulate them and the country also will congratulate them. But, at the same time, we seek their indulgence, a little more effort, to see that their attention is given to a very concrete thing of this nature where they can save at least this pilferage. Can it be possible to have mesmerism and save all this money or to avoid this pilferage ? It is possible. They

should give their attention to the fact of amending article 311 of the Constitution.

Why it should be done is a simple question. If our Ministers are going to give their little attention to the Santhanam Committee Report and to the A. R. C. Report, something can be done in this regard. The Railway Minister himself was the Chairman of the Administrative Reforms Commission. The Commission has made many recommendations. I would like to quote one of their recommendations. It says :

> "Article 311 was recently sought to be amended with a view to dispense with the requirements of a second opportunity, This Commmittee supported the proposal and also expressed the view that the proposed amendment was not adequate and that in order to ensure speedy action, Parliament should have the power to regulate by Law all matters relating to an enquiry against a Government servant including the jurisdiction of courts in relation to such inquiry. We recommend the addition of another clause to Article 311 in the following terms :
>
> Notwithstanding anything contained in parts III, IV and VI of the Constitution, Parliament may, by law, regulate all matters relating to such inquiry as is referred to in clause (2) and action taken thereafter, including the jurisdiction of courts in respect of proceeding relating to such matters."

Another thing that the A. R. C. recommended is the following :

> "We recommend that where the volume of work in connection with the departmental enquiries justifies the appointment of a separate officer for a Department or a group of officers or for a region, a separate, whole-time officer fully trained for conducting disciplinary proceedings may be appointed."

Then, in their report on Railways, the A. R. C. made the following recommendations :

> (1) "A time limit should be prescribed for the completion of investigation of vigilance cases by the Special Police Establishment and the Central Bureau of Investigation.
>
> (2) The heads of Departments should review, every six months in consultation with the concerned investigating authority, all such cases. In the course of this review, where the disposal of a case has been delayed, beyond three months, the reasons for such delay should be specifically looked into and decisions should be taken as to the best method of accelerating disposal."

So, these cover two important things in cleaning the administration and in avoiding pilferage and, at the same time, helping the labour section, the working section. Who are the persons responsible for pilferage ? On the one hand, some officers and some of the sections of officials are at connivance with other persons who commit such pilferage. They are also partly or mainly responsible. There may be certain innocent persons who may be have-nots or who may be doing it for the sake of their belly. Then, there is a particular section of people who want to take compensation and, at the same time, recover the articles. Who are they ? They are the big business people. They will have a transportation of these articles from one side to another. They are hand in glove with the officers.

Now, if you do not pass a stringent law, if you do not implement a particular system of law which you have adopted and which you have accepted, the purpose of your helping the labour section on the speedy disposal of their cases will not help the administration and the pilferage will not stop. Thereby, again, strikes, will be there or some official will sit on the railway line and the train will not pass. So, the punctuality may not be there and so many other disturbances will be there.

It is a must that the Santhanam Committee Report and the A. R. C. Report be taken inco consideration. A constitutional amendment is a must. If that is done and if that is implemented, I think, this pilferage which is taking a toll of about Rs. 5-6 crores which the entire income of goods traffic in this country will be saved and the public money will be saved. It will be improved and that

[Shri N. Shivappa]

improvement has got its own significance. I am not going to participate on that particular subject to-day as my time is very limited... (*Interruptions*) This is my humble suggestion to the Railway Minister and I hope he has got the efficiency and the courage and we have now the majority and the country has reposed confidence in us. There is nothing barbaric to introduce a Bill of the nature I mentioned and thereby the country will get the benefit; the labour section will get the benefit. The administration will be cleaned and in fact the credit goes to the country and it will go to the administration and it will go to the Railways.

I am coming to a very unfortunate thing. Our friend, Mr. Joshi, has touched a little about this point—conversion of metre gauge into broad gauge. We are planning our thing on two important bases on the nation-wide basis. Talk off or take-off. About irrigation with which is very much concerned the masses of our country, we are only talking about linking the Ganges with the kaveri. If we talk about Railways, we are only talking of linking by broad guage Cape Comorin with Kashmir. I don't know when this broad gauge will come and when this Ganges-Kaveri link will come about. But if concerted effort is made in these two directions with sincerity, I do hope that more progress will made. Consequently, we request the hon Minister that his efforts should be there at least and if there are any bottlenecks, why not the Government or the Railway authorities or the hon Minister come forward and tell us that this is the bottle-neck and why not they reveal the real bottlenecks to this House. If there are real bottle-necks and we cannot go ahead, we should not give an assurance to the people.

So far as this Board-guage conversion is concerned, from south to north there should be a broad-guage line. Where is it ? Again from the East Coast to the West Coast only big cities have got direct connection like Bombay, Madras, etc. Mangalore port is now coming up. Our hon Minister, Mr. Hanumanthaiya, has visited Mangalore so many my constituency times and particularly the harbour there. There is the Kudramukh iron ore. It is in the hinterland. So these backward areas are to be improved. Poor unemployed people are to be given employment. Even railways can give a lot of employment. Backward areas can be improved by the Railways. How is it that once theyh ave taken up construction, what is the fun of only having a road ? Having constructed a broad gauge track and having constructed bridges and tunnels and other things, the funn answer given is, 'We are fixing metre gauge.' What a narrow view is this ? I cannot understand this funny thing. They have constructed a broad gauge road but they are fixing the rails for metre gauge without fully using the land. I do not know.

Right from Madras to Mysore there should be broad gauge. Once upon a time during the British regime there was metre gauge line from Bangalore to Madras. Sir, in the whole of the Karnataka area, only 307 km of railway line is there. Compared to other States, this is very low. It is so unfortunate that Mysore people's politeness and sobriety have probbly been misused by all the central agencies and I have to pass this unfortunate remark on the central authority. It is most unfortunate.

SHRI P. Y. VENKATASUBBAIAH (Nandyal) : But it has been adequately compensated now.

SHRI N. SHIVAPPA : But they are not prepared to fix the rails.

Then there is the Hasan-Mangalore line. They want to connect the East and West Coasts. The Kudermukh area gives about 10 million tonnes of iron ore every year and that has to be exported. We are also exporting Rs. 30 crores worth of coffee, and we are earning foreign exchange. The question is how we are to transport it from Chikmagalur, Shimoga and from the other hinterland areas. We are also exporting about 20 million tonnes of manganese and iron ore right up to the port and that has to be transported only through this particular area. So, the question is how to connect it with the port. An additional survey has to be made to extend the line from Kadur to Chimagalur and to Sakleshpur so as to link it with the major line. This is the line which can develop the southern region of Madras and

Karnataka. The Mangalore Fertilisers and other concerns are coming up. The question of transhipment gain comes up. The only means to transport all the fertiliser production is this particular line, namely the Malnad line. This is a backward area where only 9 per cent of the people are have's and the rest 91 per cent are have-nots. It is only this line which can help us to develop. We seek, therefore the indulgence of the hon. Minister and we hope that he will do something very constructive. He should look into the pathetic condition of the people. Once they had chalked out a programme and they were committed to finishing it by the target date. But what is the amount that they have invested ? They had estimated about Rs. 28 crores about eight years back and the target was to complete it by 1972. We are already in 1972, and about Rs. 12 crores has been spent out of the Rs. 28 crores estimate made about eight years ago. If today a revised estimate were to be made, it would come to something like Rs. 35 to 40 crores. So, this delay is going to cause a loss to the country and to the State. Whoever may be responsible for it, it can be only the engineers or officers, and certainly not the Minister, and they should be held responsible.

We want to see that these projects are taken up quickly and completed. There should also be a speedy completion of the conversion. What is the conversion cost from metre gauge to broad gauge ? I think it would be about Rs. 1 lakh rupees. If I am wrong, I may be corrected.

They are taking coal right from Bihar to my southern zone. We cannot imagine why they should take the trouble to transport coal to the south when we have got plenty of electric power available there. I connot understand why in such circumstances, the trains in the south should not be electrified. When there are diesel engine manufacturing centres in the north, and when there is a lot of coal available in the north and the trains can easily move with the help of coal, I do not know why coal and diesel engines should not be run there. In the Western Ghat area and the hill parts, surely a coal engine does not have enough traction capacity to pull things up. So, what is the use of running a coal train there ? Why can we not employ our considerations of economy there. I hope, therefore, the hon. Minister will use his discretion and see that railway economy is further strengthened and there is improvement of services in the southern zone.

Very recently it was reported that for three days, all the goods trains were stopped in the southern zone, because of shortfall in the transhipment of coal. I do not know why electrification should not be done in the southern zone.

I have got some more points to make...

MR. CHAIRMAN : He has taken 15 minutes already, and he should conclude now.

SHRI N. SHIVAPPA : I am concluding, Sir. Since the hon. Minister of Railways hails from Mysore, so far as the conversion is concerned, probably he may be having the feeling that if he does any conversion in Mysore, the people from other States may criticise him and accuse him of partiality to his own State. Actually, I would submit that he is not helping my State all. This is my serious charge against him. We, the people belonging to Mysore are also part and parcel of the country. And yet no conversion to broad gauge has been done in Mysore, and no improvement has been made there. I hope that at least this year there will be a better improvement in Mysore and new line surveys will be made.

SHRI D. N. TIWARY (Gopalganj) : I am not going to make big demands I will be satisfied with small things done for the common man by the railways.

In our region, there are many stations which have low platforms or no platforms. The result is that when travellers, specially women and children get down, they fall down and get hurt. There are many stations like that, Pahlesaghat, Sitalpur and so on. The train stops there for two or three minutes and the passengers in a hurry get down, fall and get hurt. It will not cost a big amount to build proper platforms on these stations or to raise the existing platforms to the proper height.

The second thing is about improving the condition of the approach roads to stations. They are at present in a miserable condition.

[Shri B. N. Tiwari]

These roads are the responsibility of this Ministry. They have to keep them in proper condition. Passengers may come to the station on foot or in vehicles. But in the rainy season, the vehicles cannot get to the station. So the passengers cannot reach the station. These roads have not been repaired. This should be taken up.

The third point is about holding periodical meetings of the Consultative Committee. Many of these problems can be discussed in the Committee and settled instead of raising them in the House. During the budget session there should be two meetings and during a brief session there should be one meeting.

श्री हुकम चन्द कछवाय (मुरेना) : सभापति महोदय, मेरा व्यवस्था का प्रश्न है। गणपूर्ति नहीं है सदन में।

MR. CHAIRMAN : The bell is being rung—Now there is quorum. He may continue.

SHRI D. N. TIWARY : Fourthly, the Railway Minister must honour his promises. Six months ago in this House he assured me that he would discuss with me about the Sonepur DS Office. I have reminded him several times. He has not even collected the papers to discuss the matter with me. I do not know when the time will come for me to discuss it because this is the crying need of the area. In the whole NER, there is only one DS office in Bihar. I do not want to cut the DS office anywhere. But I think that this area requires two DS offices, one at Samastipur and the other at Sonepur. The matter was raised here several times. When Nandaji was the Minister, he sanctioned the post of an area officer, but he has got no powers. I told the Minister in this House that the area is a quite superfluous entity. At least there should be a Deputy DS office or something like that opened there so that the people and the merchant community may take their grivances to him and have matters rectified. The hon. Minister has not got time to call me and talk over this matter. I ask him to remember his assurance and collect the papers. For the last six months, no call has come to me.

There is a ferry service between Pahleseghat and Mahendru ghat. Three ships were running. One was repaired at a cost of Rs. 1·40 lakhs. I do not know what were the repairs. Some outside repair was done but the machinery is the same. It has been grounded now. The second ship, Jamuna, is also going to be grounded. So, there is only one ship and it has to make eight trips this side and eight trips that side. It cannot make so many trips. The result is that damaged ships under repair are pressed into service. The passengers are to suffer; they have to remain for four or six hours on the jettee. The Minister has gone there and seen it and ordered the repair of the ship. What did the officers do, I do not know. A ship repaired at a cost of Rs. 1·40 lakhs is not working. This has to be looked into so that passengers from North Bihar could have regular connection.

The second matter is ghat to ghat booking. I know that Bihar Government also comes in, in this matter. But how much revenue the railways are loosing ? The passengers get a ticket from Pahlesaghat to Begampur paying a fare of Rs. 1·10. Pahlesaghat to Mahendru ghat, the fare is Rs. 1 75 p. On every ticket the passenger coming from the ghat to board the steamer, the railway loses 65 or 70 paise. That comes to some lakhs in a year. You are losing some revenue. Even if you are to give some compensation to the Bihar Government to resort to ghat to ghat booking, that will be beneficial to the Railway and passengers. Apart from losing revenue, you are giving trouble to passengers. Such passengers who do not know the trick, they go without ticket and a penalty of Rs. 10 is levied on them. Or, they pay something to the ticket collector and the Railway does not get anything. These are simple things which could be done; and the Railways need not incur huge expenditure for improving these things.

In his Budget speech he has praisch the services of railwaymen I agree with him. They have done a good job in the last Indo-Pak war. Then, you should also take into consideration their facilities. Some railwaymen have been posted in other zones. When there is some trouble in the family, they do

not reach their home and their family members had to spend time and money if they want to go their homes. Why not transfer them to their, zones from where it will be easier and quicker to reach their homes in case of trouble or to the zones in which their houses are or their families reside, This will give many railwaymen great comfort and their family members some solace. Suppose the father of a railwayman is ill, and he gets a wire, he could not reach home quickly if he is posted in some other distant zone; maybe, his father might have expired before he reaches home or his illness might have deteriorated. The Railways loses nothihg and you also treat him in a good way and remove his difficulties. This is a matter on which no expenditure need be incrred. By doing this you will be satisfying the railwaymen. I do not know why this is not done. Once when Nandaji was minister, I toldhim and he agreed that this should be done. If a man belonging to Bihar is posted at Bombay and if he wants a transfer to the zone near his place, what is the harm in transferring him ? This should be considered.

With these words, I support the Demands.

सभापति महोदय : श्री राजदेव सिंह ।

डा० लक्ष्मीनारायण पांडेय (मंदसौर) : प्वाइंट आफ आर्डर । सभापति महोदय, माननीय रेलवे मंत्री महोदय बड़े आनन्द और बड़े आराम से यहां पर सारी कार्यवाही को सुन रहे है । लेकिन पश्चिम रेलवे के रतलाम डीज़ल शेड में कर्मचारी भूख हड़ताल से मर रहे हैं । उनकी जान संकट में हैं । उनकी कोई सुनने वाला नही है । आफिसर्स आउट हैं । उनके साथ बड़ा दुर्व्यवहार हो रहा है । हर तरह की अनियमितता और भ्रष्टचार सब कुछ वहां है । उसके बारे में कोई सुनवाई नहीं हो रही है । सैकड़ों कर्मचारियों की जान पर बीत रही है । ऐसा लगता है कि वह कर्मचारी अनशन के कारण मर जाएंगे और मंत्री महोदय उस तरफ कोई ध्यान नहीं दे रहे हैं । वह तीन दिन से भूख हड़ताल पर हैं । उनकी समस्या का तुरन्त निराकरण जरूरी है .....

सभापति महोदय : इसमें कोई प्वाइंट आफ आर्डर नहीं है । आप बैठ जाइए ।

डा० लक्ष्मीनारायण पांडेय : मेरे पास अभी यह टेलीग्राम आया है :

DIESEL ENGINEER PRAMOD KUMARS ATROCITIES IRREGULARITIES ON PEAK. RATLAM DIESEL SHED STAFF ON HUNGER STRIKE. THIRD DAY. SHED BURNING, SITUATION VERY IMMINENT AND BEYOND CONTROL. OFFICERS OUT. REQUEST POST HASTE ACTION AND REDRESSAL DEMANDS. TRANSFER PRAMOD KUMAR AT ONCE.

DIESEL STAFF AND SECRETARY PASHCHHIM RAILWAY

सभापति महोदय : अब आप बैठिए । कोई प्वाइंट आफ आर्डर नही है ।

श्री हुकम चन्द कछवाय : मंत्री महोदय नोट नही कर रहे हैं ।

सभापति महोदय : वह नोट करेंगे या नहीं करेंगे, यह उनकी ड्यूटी है । जब हमने एलाऊ किया है तो नोट करेंगे ही । आप मेहरबानी करके बैठिए । आप क्यों दायरे के बाहर चले जाते हैं ?

श्री राजदेव सिंह (जौनपुर) : सभापति महोदय, आप ने जो मुझे रेलवे मंत्रालय की मांगों पर बोलने के लिए मौका दिया उसके लिए मैं आप को धन्यवाद देता हूँ । इस सदन में कुछ ऐसा कन्वेंशन चल पड़ा है कि रेलवे मंत्रालय की मांगों पर आम बहस हो या मांगों पर विचार हो, हर एक मेम्बर रेलवे के समक्ष कुछ मांगें रखता है । उन मांगों का टोटल करके देखा जाय तो 50 करोड़ से 80 करोड़ रुपये हों तब मेम्बर जितनी मागें अपनी बहस के दौरान करते हैं वह पूरी की जा सकती है । सब हम मांग करते है तो हमारा यह भी कर्तव्य हो जाता है कि हम रेलवे के फाइनेंसेज की तरफ भी देखें । उसे जो घाटा है और जो उसमें कमियां हैं जिनके

[श्री राजदेव सिंह]

कारण उसे घाटा हो रहा है उसकी तरफ भी हम दिमाग लगाएं और कुछ सुझाव हो सके तो मंत्री महोदय को दें। सबसे परेशानी की चीज यह है कि रेलवे मे चोरी दिनो दिन बढती चली जा रही है। अभी थोडे दिनो पहले अखबार मे निकला था कि मोगलसराय मे दो तीन लाख की रोज चोरी होती है और उसको रोकने के लिए सारा स्टाफ वहां से हटाया जा रहा है। यह एक बडा अच्छा कदम है वहां से चोरी को रोकने के लिए। लेकिन उसमे क्या हुआ यह पता नही। चोरी जो गवर्नमेंट माल ढोती है उसमे होती है और गवर्नमेंट की प्रापर्टी पर होती है। चोर पकड़े भी जाते हैं, कितनो को सजा होती है, कितनो को नही होती है, मालूम नही। मै मंत्री महोदय से अनुरोध करूंगा कि रेलवे एक्ट मे अगर बडी सजा की गुजाइश नही है तो वह अमेडमेंट लाय और पूरा सदन उसमे उनका साथ देगा। रेलवे मे चोरी बन्द होनी चाहिये, वह देश के लिये और इस सदन के लिये बड़ी चिन्ता का विषय है।

दूसरा घाटा जो रेलवे मे होता है वह बिना टिकट के यात्रियो से होता है। बिना टिकट के यात्री कौन लोग होते है-थोडे पढे लिखे लोग, मनचले लोग और कुछ शहरो के विद्यार्थियो को भी इनमे शामिल किया जाता है। विद्यार्थियो के लिये मेरा कहना है कि विद्यार्थी गरीब घर के होते हैं, पाँच छः मील उनका स्कूल पड़ता है, साइकिल उनके मां-बाप उन्हे नही खरीद सकते, इसलिये कुछ ऐसा कन्सेशन टिकट उनके लिये चलाये जो बहुत कम कीमत पर हो, ताकि विद्यार्थियो की आदत पड़े कि वे भी टिकट खरीद कर चलें। उनके लिये कोई बहुत कम दाम का सीजनल टिकट चलायें, मंत्रालय जितना सस्ते से सस्ता उसको कर सकता है, करे। इससे बिना टिकट चलने के बजाय, पैसा देकर चलने की आदत पडेगी।

दो साल पहले इसी सदन मे मैंने मंत्री महोदय का ध्यान एक बात की तरफ दिलाया था और जहां तक मुझे मालूम हुआ है, अभी तक उस दिशा मे कोई काम नही किया गया है। हमारे यहां एन० ई० रेलवे की एक ब्रान्च लाइन है-जौनपुर-औडिहार, इस पर तीन गाडिया जाती है ओर तीन गाडियां आती है। पहली जाने वाली गाडी और आने वाली गाडी पर तो स्टेशनो पर टिकट ईशू होते है और जब स्टाफ उन टिकटो को कलैक्ट कर लेता है और जब दूसरी दो ट्रेनेचलती हैं तो उन्ही टकटो को घुमा फिरा कर ईशू किया जाता है। जिसका नतीजा यह होता है कि एक तिहाई आमदनी सरकार के पास आती है और दो तिहाई आमदनी रेलवे स्टाफ की जेब मै आती है। मैंने खुद अपनी आंखो से इसको देखा है।

दूसरी शिकायत यह है कि बुकिंग विन्डो गाड़ी आने के आधा घन्टा पहले खुलनी चाहिये, लेकिन गाडी के आ जाने तक भी वह बन्द रहती है। जो लोग टिकट लेना चाहते हैं, वे टिकट ले नही पाते और गार्ड साहब के डिब्बे के सामने भीड खड़ी रहती है। मै चाहता हूँ कि इस पर थोडी मुस्तैदी दिखाई जाय। आज यह कहा जाता है कि हमारी जो 72 ब्राच लाइने है, वे अलाभकर हैं, कभी कभी उनको तोड़ने की बात कही जाती है। लेकिन अगर हम मुस्तैदीके साथ इनकी चैकिंग करे, जाँच करे तो ये लाइनें आमदनी देने वाली लाइने साबित हो सकती हैं ……

श्री के० हनुमन्तैया : कौन सी लाइन ?

श्री राजदेव सिंह : एन० ई० रेलवे की जौनपुर-औड़ियार लाइन।

तीसरी बात–हमारे जितने स्टेशन्ज हैं, उनमें कम से कम तीन–चौथाई संख्या वे–साइड स्टेशंज की है, जहां गाँव के लोग आते हैं और चढते हैं, लेकिन वे स्टेशन्ज बिलकुल नेग्लेक्टेड हैं। बहुत से स्टेशन्ज तो ऐसे हैं जहां कोई साये का प्रबन्ध नही है, शेड का इंतजाम होना चाहिये। जहां पानी का इंतजाम नही है। वहां पानी का

इंतज़ाम होना चाहिये। अगर बिजली की लाइन नज़दीक से गई है और मैं समझता हूँ करीब करीब सभी स्टेशनों के नज़दीक से गई है, तो टिमटिमाती रोशनी के बजाय बिजली की रोशनी वहाँ करनी चाहिये ताकि मुसाफिरों को दिक्कत न हो। मैं यह भी निवेदन कर दूँ कि इन वे-साइड स्टेशनों पर जो लोग चढ़ते उतरते हैं, वे प्रायः गांव के लोग होते है जो बिना टिकट कभी नहीं चलते हैं। अगर उनके पास पैसा नही है तो वह नहीं जायेंगे, पैदल चलेंगे, लेकिन बिना टिकट रेल में पैर नहीं रखते। ये वे स्टेशन्ज़ हैं जिन से हमें आमदनी होती है। बिना टिकट वाले तो ज्यादातर जो शहर के स्टेशन्ज़ होते हैं उनसे चलते हैं....

श्री शिवचन्डिका (बांका) : ऐसी बात नही है।

श्री राजदेव सिंह : ऐसी ही बात है।

सभापति जी, रेलवे के लखनऊ डिवीज़न में बड़ी नवाबी चल रही है। वहां डिवीज़नल रैंक के जो आफिसर्ज है, उनका ट्रांस्फर होता है, लेकिन मालूम नहीं दिल्ली में कौन सा उनका सोर्स है कि वह रह जाते है, ओवर-स्टे कर रहे हैं। उन्होंने क्या किया है पिछले महीने यानी यह जो महीना चल रहा है-62 स्टेशन मास्टर एक डिवीज़न के भीतर 222 असिस्टेन्ट स्टेशन मास्टर्स और 30 ग्रैडेड अस्सिटेन्ट स्टेशन मास्टर्स का ट्रान्सफर किया है। सब मिलाकर 314 ट्रान्सफर हुए हैं एक डिवीज़न में एक महीने में जिससे 150 स्टेशन्स अफेक्टेड हुए हैं। शायद ही कोई स्टेशन बचा हो जो अफेक्टेड न हो। वास्तव में जो लोग उनके पैट होते हैं, जो फेवफुल होते हैं उन्हें अच्छी जगह पर एकोमोडेट करने के लिए यह ट्रान्सफर्स किए जाते हैं और बड़ी आसानी से कह दिया जाता है कि रिक्वेस्टेड ट्रान्सफर्स हुए हैं। ये आफिसर्स रिक्वेस्ट्स कितना मानते हैं यह तो सभी को मालूम है। तो इसको आप देखें क्योंकि इसके पीछे करप्शन है।

दूसरी बात जिसकी ओर मैं मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ वह है मीटर-गेज। बहुत से सहयोगियों ने यहाँ पर कहा है मीटरगेज से ब्राडगेज होनी चाहिए। उत्तर प्रदेश का पूर्वांचल भाग जो कि बहुत पिछड़ा हुआ है वहाँ पर ज्यादातर मीटरगेज ही है। यदि सेन्ट्रल गवर्नमेंट वहाँ पर इन्डस्ट्रीज़ भी भेजना चाहती हैं तो वहाँ पर मीटरगेज होने के कारण नहीं भेज़ सकती है। इसलिए वहाँ पर जब तक मीटर-गेज रहेगी तब तक वहाँ का पिछड़ापन दूर नहीं हो सकता है।

एक बात की ओर मैं मन्त्री जी का ध्यान और दिलाना चाहता हूँ। पिछले सात आठ सालों से पार्लियामेंट के मेम्बर्स यह सिफारिश करते आये हैं, कन्सल्टेटिव कमेटी में भी और जहां भी अवसर मिला वहाँ भी कि बनारस से लखनऊ होते हुए, कानपुर होते हुए दिल्ली के लिए एक डायरेक्ट ट्रेन दी जाये। आप रिकार्ड देख लीजिए उसमें आपको मिल जायेगा। बड़ी मुद्दत के बाद बक्सर से एक ट्रेन चलाई गई है। मै यह नही कहता कि बक्सर इम्पार्टेन्ट स्टेशन नही है, वह भी बड़ा इम्पार्टेन्ट स्टेशन है लेकिन बनारस के आगे, मुगलसराय के आगे दिल्ली को फीड करने के लिए बहुत सी गाड़ियाँ है लेकिन बनारस और लखनऊ के बीच मे एक भी गाड़ी नहीं है जो कि डायरेक्ट दिल्ली आती हो। यह गाड़ी जो चलाई गई, जनता एक्सप्रेस इसका नाम है, यह 27-28 घंटे लेती है और बहुत घूमकर आती है। इस गाड़ी की वह यूटिलिटी नहीं है जोकि होनी चाहिए थी। इसलिए मैं अनुरोध करूंगा कि मन्त्री महोदय इसको देखलें क्योंकि आपकी मंशा उधर के लोगों को आराम पहुँचाने और उनको शीघ्रता से लाने की है। उसी ख्याल से इसको चलायें। इसमें डीज़ल लगवा दें, स्टापेज़ेज़ कम करवा दें और कानपुर होते हुए चलवायें क्योंकि कानपुर एक औद्योगिक केन्द्र है और उत्तर प्रदेश के पूर्वी जिलों का बहुत व्यापार कानपुर से चलता है।

यू० पी० की यह भी शिकायत है, वहाँ के मन्त्री बार-बार लिखकर भेजते हैं--कहाँ जाता है कि यू० पी० एक प्लान पिछड़ा हुआ है। वहाँ

[श्री राजदेव सिंह]

की एक काटेज इन्डस्ट्री है, जो ईटों के भट्टे हैं उनके लिए जितना कोयला मिलना चाहिए वह नही मिलता है। तो इसकी तरफ भी मन्त्री महोदय ध्यान दें कि रेक मिले नहीं तो जो वहां की एक काटेज इन्डस्ट्री है वह भी खत्म होने जा रही है।

इसी सदन मे यह चर्चा हुई थी कि शाहगंज से सुल्तानपुर के लिए एक रेलवे लाइन की मांग है, 50--60 किलोमीटर की दूरी का जो वह ट्रैक है उसका सर्वे भी करा लिया गया है, उसको आप देखें अगर वह फीजिबिल हो तो उसको बनवाने का इन्तजाम करें।

इन्डो पाक वार के दर्मियान, एक ट्रेन जो बड़ी मुश्किल से मिली थी हावड़ा से लखनऊ जो जफराबाद सुल्तानपुर होकर जाती थी, वह बन्द हो गई। यह आशा की जाती थी कि उस समय में जो बहुत सी ट्रेन्स बन्द हो गई थीं वह फिर चलने लगेंगी लेकिन दिसम्बर के बाद 6 महीने चले गए हैं अभीतक वह गाड़ी चलाई नहीं गई है। मेरा मन्त्री जी से अनुरोध है कि उसको जल्द से जल्द चलाने की कृपा करें।

इन चन्द शब्दों के साथ मैं रेलवे मंत्रालय की मांगों का समर्थन करता हूँ।

SHTI P. VENKATASUBBAIAH (Nandyal) : Mr. Chairman, Sir I would like to put forward a few suggestions for the consideration of the Railway Minister.

With regard to streamlining the administration of the railways and also in order to make it more responsive to the people's suggestions. specially, to Members of Parliament, I would like to make a suggestion that Consultative Committee meetings should be held very often and also they should be held at the headquarters of each division. That will facilitate not only the members of Parliament but also the officers concerned who come into close contact and expeditiously dispose of such problems that are being put forward by Members.

(2) Planning of Railways in the backward areas. The Planning Commission under the chairmanship of Dr Gadgil has done a yeoman service in identifying certain areas as backward areas and he has made certain valuable suggestions for the improvement of those areas, industrially as well as agriculturally. Industrial and agricultural improvement cannot be done unless those areas are served by rail transport. Untapped areas are to be tapped and more areas are to be tapped and that can be done only if more railways are opened in those areas. So, the railways are very important in order to improve the conditions of the backward areas.

Coming to my area of Rayalaseema which is the most backward region and which has also been identified and for the last 50 to 60 years—I don't know how many more years—there has been a consistent demand to have certain railway lines laid. My people would have been satisfied if at least the Ministry had conducted certain surveys if not they have actually laid. But that part of it also has not been fulfilled.

There was a suggestion long time made, even before the advent of freedom that a railway line from Nandyal to Nellore should be laid via Madipur and Cuddappah and a survey also was conducted in that regard. I don't know whether it is lying in the archives of the railway administration. Since Mr. Hanumanthaiya also happens to come from a backward area of Mysore, as has been said by Mr. Shivappa, I hope he will appreciate more the difficulties of the backward areas.

Another suggestion I would like to make is with regard to the non-availability of wagons. There seems to be something wrong with the allocation. That has be to streamlined. There has been an imbalance. I have been writing to the hon Minister several times with regard to transportation of important materials. For instance, take the minerals. We have often been making a sort of complaint that the public sector projects or such of those projects which are based on minerals are not working to their fullest capacity. There are bottlenecks like the inadequate supply of wagons and consequently, the

minerals are piling up at the pitheads. They are not being transported to the industries. There the snag lies. This has to be gone into specially in this matter and seen that these industries are fed and wagons are supplied from these places to feed the industries so that the imbalance is corrected.

Another fact is about the edible oil transportation. In our area there has been a sort of imbalance that is being done, with regard to the constitution of pool. In one pool the wagon supply is very low while in the neighbouring pool the wagon supply is surplus I don't know why this imbalance is occurring. For instance, at Gudivada or Gooty where not only minerals are exported but large quantities of groundnut are also to be exported, there is a persistent demand and the hon Minister was good enough whenever such representations are made, to make some *ad hoc* allotment of wagons He has been taking prompt action and I must be thankful to him. Instead of making such *ad hoc* allotment I would request him that the whole thing should be rationalised. Wherever there is a need, let that need be met. It is in the national interests these agricultural products and minerals are transported expeditiously.

About the conversion of metre gauge into broad gauge, I must thank him. He has indicated in the Survey that conversion of metre gauge into broad gauge from Guntakal to Secunderabad will be undertaken. I hope expeditious steps are being taken in that connection. The hon Minister had made some statement somewhere that the State capitals would be linked with broad gauge lines. I hope that under his stewardship this aspiration will be fulfilled.

The Madras-Vijaywada electrification progamme has been included in the budget, and the electrification is going on. But there has been a strike with regard to the location of the headquarters for this scheme, namely whether it should be located at Vijayawada or at Madras. The people involved genuinely feel that if it is located at Vijayawada, the scheme can be implemented as speedily as possible, and I am told that an assurance also has been given by the General Manager that Vijayawada will be chosen rather than Madras, and I do not know what has happened subsequently.....

SHRI K. HAMUMANTHAIYA : Orders have been passed.

SHRI P. VENKTASUBBAIAH : I thank him for this

SHRI R. P. ULAGANAMBI (Vellore) : Madras is a better place.

SHRI K. HANUMANTHAIYA : But Shri P. Venkatasubbaiah says that Vijayawada is better.

SHRI R. P. ULAGANAMBI : The hon. Minister knows that Madras is a better place.

SHRI P. VENKATASUBBAIAH : In conclusion, I would say a word about level-crossings and under-bridges and overbridges. Here, the snag is that the Railway administration wants the State Govenment to fulfil their obligation of having the approach roads. That is one point which the hon. Minister should not leave to the Administration, but he has to find out priorities and see which area requires urgent treatment and he should draw up a plan showing the places which require urgent attention. For instance, there is Nandayal in Kurnool district which I represent, where there is terrible bottle-neck and it is a growing town also, and there is a need for an over-bride at that level-crossing. I have written to the hon. Minister, and I hope that he will take it up, and I hope he will not say that it has not been included. I suggest that he should have a fresh look at all these matters and see that this demand is also fulfilled.

I hope that under his Ministership, his grand idea of linking Cape Comorin with Kashmir by broad gauge will come into fruition, and I hope that he will take immediate steps in that direction.

SHRI BANAMALI PATNAIK (Puri) : I must congratulate the Railway Ministry for the yeoman service that it had done during the war. There was no inconvenience felt by the public even if there was some heavy demand on the trains.

The Railway Ministry has taken up some new lines, but I do not find in the budget the much-pressed demand from Orissa for link ing Jakuapura with Banspani. That is

[Shri Banmali Patnaik]

the largest mining area of the State and there is also a proposal to locate a steel plant in that area. Moreover, Calcutta port is not able to handle all the ore that is required for export commitments and it has to go via Paradip port. If that is linked up then as soon as the Cuttuck Paradip line is completed, it can easilly carry all the iron ore and whatever we want to export to Japan. The MMTC is committed to export iron ore to Japan, but we are not able to lift the required quantity because of shortage of wagons. Actually, I feel that there is no shortage of wagons, but there is some bottle-neck somewhere and the number of rakes that is necessary in that sector is not available and thay a relying somewhere elee; because of this mishandling or probably because of lack of proper repairs, wagons are not available to the iron ore mines and there is a huge quantity of iron ore stocking up at the mine areas

Orissa is a backward State and it needs more transport and communications. Without communications, this State cannot develop. Orissa has got a lot of nickel ore, and there is a proposal from the State and Centre to have a nickel plant at Sukhinda. But there is no railway line. The Planning Commission, has also decided to have the nickel plant there. So, some railway line is necessary and some railway wagons have to move there. Moreover, there have been a request to connect also Banspani with Jerudi. The MMTC has also agreed to finance this line to a certain extent and they are prepared to give some concession also to the mine-owners, but this has never been taken up. That area is really the Ruhr of India and this area can be connected with some of the areas of Chotanagpur also, so that they can use the port at Paradip which is fast developing and it can handle the traffic from that area.

There has been some demand in regard to reorganisation of zones also. Whatever zones are now there require further re-examination. The number of zones that we have now requires to be increased. There are nine zones at present and the number may be increased to 12 or 13. When the zones were created, they were decided on the basis of the route milage. Now, the South-Eastern zone is the heaviest zone and there are the steel plants at Bhilai, Rourkela and also the one at Jamshedpur and besides there is also movement of steel and other things to Bokaro and Durgapur areas.

So there should be a rearrangement of the zones so that the load can be reduced. This was informally discussed and agreed to earlier by the Minister; but now this has to be done formally so that more facilities are made available, and the load can be shared and distributed scientifically between different zones on a better basis.

There are a large number of norraw gauge lines in Orissa. There is a line from Rusa to Bangriposi and Nowpara to Gunpur. These should be made into broad gauge and Bangriposi linked up to Rairangpur and then from Gunpur to Raygada. This will also help development of the tribal area.

The DBK railway was mentioned by Shri Narayana Rao. Now it caters only to goods traffic. If it is opened to passenger traffic also, it will help develop the tribal area.

Mention was made of the Golconda Express. Instead of that I suggest that we may have a mail train from Puri to Hyderabad. It will link up that area; linking up with the Waltair Express, it will be extended upto Hyderabad. This will give more facilities to the passengers.

I come from one of the biggest pilgrim centres of India, Puri. Every year a large number of prilgrims congregate there from the South and other places.

MR. CHAIRMAN : He may continue tomorrow.

BUSINESS ADVISORY COMMITTEE

TWELFTH REPORT

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : I present the Twelfth Report of the Business Advisory Committee.

18 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May, 19,1972/Vaisakha 29,1894 (Saka)

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